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THE WESTERN LIBRARY ASSOCIATION.

THE Western Library association, or, as it is sometimes, in half-derision, called in later years, the "Coonskin Library," was originated in 1801, in what is now Ames township, in this (Athens) county. The first settlement in what is now the state of Ohio was at Marietta, in 1788, and most of the originators and founders of the library were an offshoot from that settlement.

As early as 1795, just after the close of the Indian war, a temporary road was cut through the then wilderness from the Muskingum river to Federal creek—a stream so named because it has thirteen branches, corresponding in number with the then thirteen United States. Throug. this wilderness path, on foot and on horseback, or in canoes by the circuitous route of the Ohio and

Hockhocking rivers and Federal creek, the sturdy pioneers found their way to the valley of the creek, and there formed the settlement now known as Ames township. The settlement was some twelve miles east of the town of Athens, the county-seat, where a settlement had been begun about a year previously. The settlers in Ames found themselves in the midst of a dense wilderness untouched by the hand of man, and untrodden save by the foot of the savage and the wild beast. The forest, however, was underlaid by a rich and productive soil, and abounded in almost every variety of game; and it was upon this soil and game, almost alone, that the hardy pioneers had to depend for a scanty subsistence. They were almost utterly without the con-

veniences and comforts of civilized life. No roads, no mills, no lumber, no houses, no money, no schools, no newspapers, no mails, no coaches. An axe, a hoe and a rude wooden plough constituted their agricultural implements. A gun and a shot-pouch were their almost daily companions, and with these they killed the animals which supplied them with daily food, and to some extent with clothing. "Traces of the elk and buffalo were yet to be seen, and deer, bears, turkeys, quails, pheasants, raccoons and squirrels were found in great abundance. Panthers, wolves and wild-cats were also numerous, and for a long time were a source of annoyance and danger."

After several visits to the proposed place of settlement, in March, 1798, Mr. George Ewing brought his family out, and settled on what is now known as the Gardner farm. It was nearly a year later that Judge Ephraim Cutler and Captain Benjamin Brown brought their families over from Waterford, on the Muskingum. "The domestic effects and portable property of the two families were loaded into canoes, and sent, in charge of Captain Brown, down the Muskingum and Ohio rivers to the mouth of the Hockhocking, and up the latter stream to the mouth of Federal creek." The women and children, on horseback, were conducted by Mr. Cutler along the wilderness path over the hills to their new home. In a narrative written subsequently by Mr. Cutler, he thus speaks of this journey: "I, with four horses, took Mrs. Brown and Mrs. Cutler and all our children, to

go twenty miles through an entire wilderness to our home. Night overtook us before we were able to cross Sharp's fork of Federal creek, and we were obliged to encamp. We experienced a very rainy night. The creek in the morning was rapidly rising. I hurried, got Mrs. Brown and Mrs. Cutler and the children, with the baggage and horses, over the creek, all except A. G. Brown (Judge Brown of Athens), then a child three or four years old, whom I took in my arms; and as I stepped on a drift of flood-wood, which reached across the creek, it broke away from the bank. We were in danger, but a gracious Providence preserved us, and we got safely across. We arrived at our camp, where we afterwards built our cabin, May 7, 1799.

In May, 1800, Silvanus Ames, afterwards known as Judge Ames, came with his family, and settled near Mr. Cutler, on the farm which he occupied till 1823, the date of his death.

Deacon Joshua Wyatt, with his family, came about the same time. Others followed, many, or most of them, from that "jailer of a daring heart," the "Marietta Stockade." All, or most of these, bore a large part in the early history of "Amestown." "Their wives too," says the author of the 'History of Athens County,' "were persons of solid minds and superior culture." "The writer remembers," says the same author, "to have heard Mrs. Ames, who had been tenderly reared in the family of a New England clergyman, . . . describe the hardships of her tedious journey from Massachusetts to Ohio,

in the year 1799, which she made all the way on horseback, carrying an infant in her arms." Of a like nature were the hardships endured and the indomitable courage manifested by most of the emigrants.

Under such circumstances, one would think, there could be but little time or energy left for the greater work of providing for the wants of their higher nature. In such cases men are too apt to be busied about "many things," and to forget the "one thing needful." Patriotism, morality and education are too apt to be lost sight of, and, as it were, crushed out by the material necessities of the hour. Not so with these hardy pioneers. They seemed to realize that they were founding an empire. Their prophetic vision seems to have foreseen the present greatness of the northwest, and to have realized the fact that its future, at least to some extent, would depend upon their action. They seemed to realize that they were engaged in laying one of the foundation stones on which the great states of the Northwest territory were to be erected—that they were making history, to be read with profit by posterity—that a little taper light to be kindled by them in this obscure pioneer settlement would, in time, unite with other lights and illuminate the great northwest. They apparently acted under an inspiration like that of the poet who describes the night ride of Paul Revere, rallying his neighbors to the battle of Concord. . . .

"And yet, through the gloom and the light,
The fate of a nation was riding that night;
And the spark struck out by that steed in his flight,
Kindled the land into flame with its heat."

As has already been said, the Library association was originated and provision made for the purchase of books in 1801, but the first installment of books was not procured till 1803, when the association was duly formulated and the stock taken by the members. There was great difficulty in procuring funds with which to purchase the books. "Some of the settlers," says the author of 'Walker's History of Athens County,' "were good hunters, and, there being a ready market for furs and skins, which were bought by the agents of John Jacob Astor and others, these easily paid their subscriptions. Mr. Samuel Brown, who was soon to make a trip to Boston in a wagon, would take the furs and skins intended for the purchase of books, and bring back the books in return. His trip was unavoidably delayed longer than he expected, but in the summer of 1803 he went to Boston with the furs, etc., with which he purchased the first installment of books. These books cost seventy-three dollars and fifty cents, and comprised the following: Robertson's North America; Harris' Encyclopædia, four volumes; Morse's Geography, two volumes; Adams' Truth of Religion; Goldsmith's Works, four volumes; Evelina, two volumes; Children of the Abbey, two volumes; Blair's Lectures; Clark's Discourses; Ramsey's American Revolution, two volumes; Goldsmith's Animated Nature, four volumes; Playfair's History of Jacobinism, two volumes; George Barnwell; Camilla, three volumes; Beggar Girl, three volumes, and some

others. Later purchases included Shakespeare, Don Quixote, Lock's Essays, Scottish Chiefs, Josephus, Smith's Wealth of Nations, Spectator, Plutarch's Lives, Arabian Nights, Life of Washington, etc.

On the second of February, 1804, at the house of Christopher Herrold, articles of association were regularly entered into for the government of the Library association. The amount of a share was fixed at two dollars and fifty cents, and the owner was required to pay in for the use of the library twenty-five cents additional every year on each share. The names of the subscribers to the articles of association, with the number of shares taken by each, were as follows: Ephraim Cutler, four shares; Jason Rice, two; Silvanus Ames, two; Benjamin L. Brown, one; Martin Boyles, one; Ezra Green, one; George Ewing, one; John Brown, jr., one; Josiah True, one; George Ewing, jr., one; Daniel Weethee, two; Timothy Wilkins, two; Benjamin Brown, one; Samuel Brown, second, one; Samuel Brown, sr., one; Simon Converse, one; Christopher Herrold, one; Edmund Dorr, one; George Wolf, one; Nathan Woodbury, one; Joshua Wyatt, one; George Walker, one; Elijah Hatch, one; Zebulon Griffin, one; Jehiel Gregory, one; George Castle, one; Samuel Brown, one. Among the subscribers in later years appear the names of Ezra Walker, Othniel Nye, Sally Rice, Lucy Ames, John M. Hibbard, Seth Child, Ebenezer Champlin, Amos Linscott, Elisha Lattimer, Nehemiah Gregory, Thomas Ewing, Jason Rice,

Cyrus Tuttle, Pearly Brown, Robert Fulton, R. S. Lovell, Michael Tippie and James Pugsley.

The library has long since ceased to exist as such, and has been succeeded by other more modern sources of information. The charter of the association, granted by the Ohio legislature in 1810, has expired by non-user. The books had accumulated to several hundred volumes—a considerable library for the place and period. Many years later it was divided and part taken to Dover township (where some of the original stockholders lived), where it formed the nucleus of another library, which was incorporated by act of the legislature, passed December 21, 1830.

The portion retained in Ames township was sold by the shareholders in the year 1860 or 1861 to Messrs. J. H. Glazier, A. W. Glazier and E. H. Brawley, and they afterwards sold it to Honorable W. P. Cutler of Washington county.

It is to be hoped that an effort may be made to redeem these old historic books, such of them as can be found, and place them in proper form in some secure public place. The worm-eaten and dilapidated volumes are intrinsically of little value, but they are priceless as mementos of the past. Who would not desire to see the identical volumes read and re-read by Thomas Ewing, Bishop Ames and their associates, and from which they formed their style, and from which they drew their first inspirations? The marks of their fingers and their notations in the margin are still to be seen upon them. The eyes that scanned

them and the hands that turned their pages are mouldering in the dust, but memory can recall them in all their youthful vigor and life. Let the effort be made.

The simple history of this unpretending Library association is sufficient to challenge the admiration and homage of every true American. It was one of the springs which have made up the great ocean of our State and National prosperity. These pioneers came to their chosen place of abode full of the spirit of the Declaration of Independence, of the Ordinance of 1787 and of the Constitution, which embodied them both. Their descendants are now counted by the hundreds, and are to be found in almost all parts of the country, and especially in the states of the Northwest territory. Their proselytes—if that term may be so applied—can be counted by the thousands; and no human arithmetic can correctly estimate the influence they may have exerted in shaping the destiny of the country. We are told that "every natural fact is a symbol of some spiritual fact, and, that as motion is propagated throughout all space, and endures through all time, so each action of the mind of man affects the spiritual universe;" that "thus the spirit of the age is the sum of individual thoughts, and that each man is to some extent the product of all the preceding ages of the race." If this be true, what an incentive to virtue and the advancement of knowledge! The subjects of this memorial seem to have believed in its truth. They stand before the world as men and women

who lived for others, and not for themselves. They made duty their supreme rule of action, and the love of duty their governing motive. They lived for the future, rather than for the present. They trampled their own selfish propensities under foot, and made of them stepping-stones to a higher and nobler life. They were self-sacrificing, conscientious men—

" combating
Because they ought to combat;
Conscious that to find in martyrdom
The stamp and signet of a noble life,
Is all the science that mankind can reach."

It is to such men that the world is debtor for whatever is truly good and great in human affairs, and to such that we must look for our upward march in the future. The lives of these patriots are a lesson—a lesson that cannot be studied without profit. They teach us not to despise the day of small things. They teach us simplicity of life and the honorableness of labor, and are, in these respects, in startling contrast with the luxury and extravagance of the present age. But, above all, they teach us the value of a life well spent. Their lives, like the lives of all good men, remind us—

"We can make our lives sublime,
And departing leave behind us
Footprints on the sands of time."

This library is one of the footprints of these pioneers.

It will hardly be considered invidious to single out the names of some of the more prominent among these men, and speak of them individually. In doing so, however, it must be said that, with no great number of exceptions, they

were all men of high character for intelligence, morality and patriotism, and that many of them were distinguished by civil and military services in the country.

George Ewing was a native of Salem, New Jersey. He entered the Continental army at the beginning of the Revolutionary war, and served with credit as lieutenant during its whole course. He was the father of the late Honorable Thomas Ewing, the eminent jurist and statesman, who stood at the head of the Ohio bar for half a century, and who made his mark in the senate of the United States, and in the cabinet.

Silvanus Ames was the father of the late Bishop Ames, a magnate and ardent worker in that church, the Methodist Episcopal, which has, perhaps, done more to promote civilization and morality in the pioneer settlements of the northwest than any other agency whatever.

Benjamin Brown was a captain in the Army of the Revolution; was engaged in the battle of Bunker's Hill, and served in the army to the end of the war. He was the father of Honorable A. G. Brown of Athens, a graduate of the Ohio university, now in his eighty-fifth year, late a judge of the court of common pleas, and a member of the convention which framed the present constitution of Ohio. Benjamin Brown was also the father of the late General John Brown, for many years a prominent citizen of Athens, who died March 29, 1876, in his ninety-first year, respected and beloved by all who knew him.

But a new phase of the history of this library is opened up when we come to mention the name of Ephraim Cutler, who seems to have been the owner of most of the land on which the settlement was made, and to have been a leading spirit in the enterprise. He was a member of the convention which framed the Ohio constitution of 1802, and his son, the present William P. Cutler of Marietta, was a member of the convention which framed our present Ohio constitution.

Ephraim Cutler was the son of Dr. Manasseh Cutler of Ipswich, Massachusetts, a leading spirit among the originators of the Ordinance of 1787 for the government of the Northwest territory, and of the Ohio company, which purchased this part of the territory. No history of the Amestown library, or of any other library in the northwest, would be complete without something of the history of Dr. Manasseh Cutler. The very mention of his name carries the real history of the library back to a period antedating the Ordinance of 1787 and the Constitution of the United States. The Library association was but an outgrowth of that ordinance—a step taken to carry its wise and beneficial purposes into execution. That ordinance, the cession by Virginia, the purchase by the Ohio company, and the formation in the territories of libraries like this, are one in spirit and conception equally as Pharaoh's dreams were one. They all had their real birth in the wise and prophetic minds of a small group of philanthropists of New England and New Jersey, and a central figure in that

group was Dr. Manasseh Cutler. If it be true that Jefferson wrote the Ordinance of 1787, which is denied, it is equally true, figuratively speaking, that Manasseh Cutler and his coadjutors guided his hand while he wrote. Whoever wrote it was the mere amanuensis, as it were, of Manasseh Cutler. It was, in a moral sense, his work, written, reported by the committee and adopted by the Continental congress, under his inspiration and influence.

Manasseh Cutler has justly been called "the father of the Ohio company" and "the father of the Ohio university;" and it is a mere enlargement of the thought to call him "the father of the Ordinance of 1787." The ordinance was adopted on the thirteenth of July, 1787, and the grant to the Ohio company was made on the twenty-seventh of the same month.

The passage of both measures was urged upon congress by the same parties, with Manasseh Cutler at their head, and as their acting and principal agent. The two measures were considered together by congress. They were reported by the same committee, and discussed before congress conjointly. One could not have been passed without the other. Without the ordinance the purchase would not have been accepted by Dr. Cutler and the Ohio company, for which he acted, and without the purchase the ordinance never would have been passed, nay, would probably never have been thought of. It took Dr. Cutler and his liberty-loving compeers a long time to inspire the southern members of congress, and Jefferson,

their master-spirit, with an appreciation and sanction of the principles of that ordinance.

What were the principles of that ordinance? They have now become household words; they underlie almost everything that is good and great in the country. They were those principles which, two years later, found their way into the Federal Constitution, in the shape of a bill of rights; which, in 1802, were embodied in the same form in the constitution of Ohio, and subsequently in the constitutions of the other four states of the Northwest territory. The same bill of rights is found in our present constitution, adopted in 1852, by a convention of which the grandson of Manasseh Cutler was a member.

The essential and efficient elements of the ordinance are contained in the single provision: "Religion, morality and knowledge being essential to good government and the happiness of mankind, schools and the means of instruction shall forever be encouraged." In this single provision is embodied the true foundation of National greatness. No wonder that our march of empire since 1787 has been westward. It is because we have marched under this banner. Here is the germ of the riches, the intelligence and the rapid growth of the great northwest, nay, of the whole country. It is to the authors of this wise and far-reaching provision that these northwestern states, and especially our own Ohio, are indebted for whatever is high and noble in the character of their people, valuable in their surroundings, or bright and promising in

the future that awaits them. Our humble little library was but one of the early outgrowths from this provision of the ordinance—a small stream from this beneficent fountain. So was the Ohio university, in whose charter is embodied a copy of this provision, and whose endowment, by a grant of two townships of land, was provided for in the purchase of the Ohio company, which, as has been shown, immediately followed the adoption of the ordinance. That ordinance is the legitimate parent of our common school system, which has been in force in Ohio ever since 1825, constantly growing in usefulness and in public estimation, and constantly extending itself into the surrounding states.

Under the magic of this ordinance, the state of Ohio has been covered over with common schools, high schools, academies, colleges and public and private libraries.

It was this ordinance that built our churches and school-houses. It was this ordinance that inspired the people of Ohio to expend so largely of their private means, in noble and praiseworthy charitable and reformatory institutions. This ordinance has filled the patent office at Washington with new and useful inventions. It has invented and put in operation for our use the steam-engine, the railroad, the telegraph, the telephone, and countless other inventions and devices for the betterment of the race. Whether it be true or not, that these great benefits, in whole or in part, are attributable to the influence of this ordinance, it is undeniably true, that during the ninety-five

years in which the ordinance has been in force, more advancement has been made in material civilization than in any ten centuries before. More has been accomplished within that period of ninety-five years to elevate the standard of civilization, to advance the arts and sciences, and to add to the conveniences, decencies and comforts of life, than had theretofore been accomplished in any one thousand years during the historic period. And much more has been done during that short period, than in centuries before, to elevate and educate the masses; to level upwards instead of downwards; to extend the domain of free government; to promote the cause of peace, harmony and brotherhood, and to make religion more rational, tolerant and charitable, and less ritual and dogmatic. Before the passage of that ordinance the sufferers by the Chicago fire, the Irish famine and the yellow fever would have called in vain for the munificent relief which they received at our hands. But for that ordinance the slave would still have been in bondage. Justly and truthfully does Mr. Chase, in his introduction to the 'Statutes of Ohio,' say of this ordinance: "Never, probably, in the history of the world, did a measure of legislation so accurately fulfill, and yet so mightily exceed, the anticipations of the legislators. The ordinance has well been described as a pillar of cloud by day and of fire by night in the settlement and government of the northwestern states."

Such, briefly, is the history and character of the "Ordinance of 1787," and

it enters into and forms a necessary part of the history of every "Library Association" in the Union. Its instrumentalities are "Religion, Morality and Knowledge." These instrumentalities are to be forged and found only in the laboratories of "schools," and other "means of instruction." The conception is simple, and beautiful as it is simple. "Religion, Morality and Knowledge" may be compressed into the single idea of "Knowledge." For what are "religion and morality" but "knowledge" in its highest and best sense, in the sense of wisdom? And so, of "schools and means of instruction." They may be compressed into the single idea of "instruction," whether that instruction is to be in schools and seminaries of learning, or in the family, the church, the Sunday-school, the library, or elsewhere. The simple thought is that true national greatness, nay, true human greatness, can only be attained by governmental means for the "instruction" of the rising generation, by provisions of *law* which bring the means of instruction within the reach of the masses. Compressed within its narrowest compass, the principle asserted is: "*The state must educate.*"

The state of Ohio has faithfully obeyed the behest of this ordinance. She has at all times made education a primary object of legislation. The result is seen in the high stand which the state now maintains. She has produced a class of men and women of whom no state need be ashamed. She has built fifty thousand school-houses, and has expended two hundred millions of pub-

lic money in common school education. She has built more than ten thousand churches, and has organized and put in successful operation numerous academies, colleges and libraries, which are scattered all over the state, and which bring instruction to the doors of the people. Since 1802 the state has added nearly three millions to her population, besides studding the newer states and territories with her emigrants. Within that period she has redeemed twenty-two million acres of land from the wilderness, and converted them into farms, gardens, villages and cities. She has constructed a thorough system of canals, nine hundred and seventy-six miles in length, traversing the state in nearly all directions, and these canals, having served their day and purpose, have been superseded by seven thousand miles of railroads, which bring commerce and travel almost to every man's door. All this has been accomplished within a life-time. Men are still alive who aided in its beginnings, and who are now witnesses of the fact that the results have outrun the expectations of the most sanguine.

It is not claimed that our system and policy of education is alone to be credited with these vast results, but it is claimed that this system and policy sustains to them the relation which Æneas sustained to the sack of Troy—it was the principal agency.

An indispensable element in any complete system of education is the library. It reaches the adult as well as the minor. It is a cheap method of instruction, and available at times and

places where other modes are impracticable.

The history of the library which is the subject of this memorial is an instance and a standing proof of the value of that method. The light of that library has shone all around it, and is still shining. The traces of its influence are visible in the surrounding community, and it has to a great extent given tone and character to that community. Its remote causes are still in operation, verifying the saying of the poet, that "Tongues of dead men are not lost," and that "Thought kindles as it flies."

The eye that rightly looks back over "the distant landscape of the past," sees this little library as *one* of the beacon lights that have guided our upward progress. Let us cherish its memory; let us strew chaplets upon the graves of its founders; let us, by their example, and by this public memorial of it, be stimulated to follow in their footsteps, by spending more of our efforts and energies in the cause of education. Let us be co-workers with these pioneers in spreading knowledge among men. Let us so act in the matter that they, in contemplating the success of their work, may realize and appropriate the language of the poet:

"I shot an arrow into the air,
It fell to earth, I knew not where;
For, so swiftly it flew, the sight
Could not follow it in its flight.

"I breathed a song into the air,
It fell to earth, I knew not where;
For who has sight so keen and strong
That it can follow the flight of song!

"Long, long afterward, in an oak
I found the arrow still unbroke;
And the song from beginning to end,
I found in the heart of a friend."

Memorials of this nature cannot but be of positive value to the community—to the writers as well as the readers. They serve to cultivate the historical spirit, and to beget and keep in the heart a reverence for what is good and great in the past. As we become conscious of our indebtedness to a great past, we are more conscious of our responsibility to a greater present, and of our obligation to make the future worthy of what has preceded.

The savage takes no account of the past, and makes no provision for the future. His whole being, interest and aims are concentrated in the present hour. As man rises in the scale of civilization, his interest in the past deepens and intensifies, and there is a corresponding increase of his foresight and provision for the future.

The multiplication of libraries, lectures and historical and pioneer societies will always be found to be an evidence of culture—moral as well as intellectual. The civilization of a community can almost as accurately be gauged by these, as you can gauge the weather by the thermometer.

On the shelves of a single library in the state of Connecticut, we are told that there were counted two hundred and forty volumes and pamphlets, "connected simply with the local history of townships and counties in that state," and that the whole number of such volumes and pamphlets in that library was "vastly greater than that."

The Pioneer Association of Athens county has prepared this memorial in the spirit of the men whose lives and works it sets forth, for the promotion of "good government and the happiness of mankind;" and we send it forth to our brethren engaged in the same good work, in the hope and belief that it will be gladly received and kindly reciprocated.

Let us all unite, for the benefit of all, in placing upon record and preserving a recollection of our remote beginnings. Posterity will thank us for the labor, and the older the record grows the more value will they place upon it. Who would be willing to forget the history of Plymouth Rock or Jamestown? What would the world not now give for an authentic history of the first settlement of Greece, of China, or of Egypt? Beginnings of a people are generally small, but, unlike most other things,

they grow in value as they grow older. Unless recorded by contemporaries, or those within the reach of memory or authentic tradition, they are lost to the world. When left to frail memory, they finally vanish, or are resolved into mere myths.

There is a wise middle course between the blind and indiscriminate worship of ancestry observed by the Chinese, and that total neglect and forgetfulness of the past which characterizes the savage. Good men and their good deeds should ever be held up before the eyes of posterity for their reverence and imitation, and the names of bad men and their bad deeds should be execrated and forgotten. If this be true, as it surely is, then the Western Library association and its founders are eminently deserving of a place in the history of the country.

JOHN WELCH.

TWO NOTED PIONEERS OF THE WEST.

THE germ of Ohio's birth was sown in the darkest hour of Revolutionary struggle. Said an officer at General Washington's table, "If the British drive us from the Atlantic sea-board, what will become of us?" "We will retire to the Valley of the Ohio," said the father of his country, "and there we will be free." This saying was carried into the camps of Valley Forge and finally made its way into the homes of the soldiery. Thus were elicited the first inquiries concerning the vast wilderness beyond the Alleghany mountains. The close of the Revolution found the National treasury bankrupt. In lieu of gold, silver or greenbacks to meet the demands of unpaid troops, who had heroically endured seven years' hard service, congress issued "final certificates" of settlement. "Final" they were to many of the holders, for hunger and want forced them upon the market at one-sixth of par value. But worthless as they seemed at the time, these certificates were destined to be the foundation of a government that continues the wonder and the model of modern republics. It is difficult in these days of prosperity and infinite resources, to realize the condition of the colonies when the army was disbanded, and the "bold pride of a country's peasantry" found itself bereft of warfare and rusty in the arts of peace. Poor in purse, often physically wrecked, the hero of the Revolution returned home to find himself and family thrown into humiliating competition with a people who, now that peace reigned, enjoyed the material prosperity they had accumulated, while the scarred and penniless veteran hazarded his life for them and his country's preservation. In this hour of dissolution, poverty and discontent, Washington's rejoinder was recalled. That far-lying Ohio valley wrested by their blood from the British crown, held the sustenance and peace for which they yearned. By the treaty of Paris, September, 1783, the United States came into possession of all that territory lying between the Ohio, Mississippi and the great lakes. As early as 1780, the government and settlement of this vast area—the first territory the United States possessed—exercised the intellect of the ablest statesmen of that day. To form a new state beyond the Ohio now became a matter of warmest solicitude to Washington's officers. In the inception and fulfillment of this plan they ever found a warm and diligent advocate in their old commander. Washington had a natural desire to see his old soldiers' labors requited; at the same time he knew the settlement of the valley would protect Virginia's frontier and promote commercial intercourse between her sea-ports, the Ohio valley and the lake regions. In the galaxy of brave New Englanders, who

labored indefatigably for the settlement of the valley, two characters stand out—strong, bold, picturesque. Nature, education, association and the resources of the time peculiarly fitted each for the part he was called upon to take in the inception and carrying out of the "Ohio scheme of settlement." In their foresight, sagacity, moral courage and physical daring are reflected the sturdy qualities of that intrepid band of adventurers who floated in the *Mayflower* down the beautiful waters of the Ohio, and, landing at the mouth of the Muskingum, laid out, April 7, 1788, the first English settlement in the Northwestern territory.

A descendant of one of the earliest settlers of Salem, Massachusetts, General Rufus Putnam, rendered valuable services in the French and Revolutionary wars. But however great were his martial exploits, it is as a developer of his country's resources that his influence is chiefly felt and his fame perpetuated. His was the boyhood of many a poor, ambitious youth, with whose struggles Samuel Smiles acquaints the present generation. When seven years old he lost his father. The first two years of his orphanage passed in the home of his maternal grandfather, where he learned to read and acquired that thirst for knowledge which never left him and was never wholly appeased. His mother marrying again, he went home to find in his father's place one Captain Sadler, an illiterate man, who despised learning and denied young Putnam all opportunities for improvement. The captain kept an inn.

Rufus earned a few pennies waiting upon the guests. These he invested in ammunition, which, together with an old shotgun, enabled him to hunt partridges. From the sale of this game he bought a speller and arithmetic. But the light of a tallow candle was now withheld, while harder still to bear was the ridicule cast by him who stood in his father's place. When sixteen years of age he was apprenticed to a millwright. Here his education was equally neglected. But the natural bent could not be checked. Persevering, he acquired sufficient knowledge of the English language to leave historical manuscripts, which in vigor of thought and clearness of expression compare favorably with the productions of the college-bred men of that period. Nevertheless, Putnam felt his educational defects. "Oh, my children," is the pathetic appeal he left to his descendants, "beware you neglect not the education of any under your charge as I was neglected." But if Putnam was without college training, or natural quick or brilliant parts, he was rich in good common sense, sound judgment, patience and great power of endurance. In these qualities, linked to the skill of an engineer, Washington's star of hope rose on Dorchester Heights. In 1776 the Continental congress appropriated lands as bounties for officers and soldiers who should serve during the war. As early as 1783, Putnam forwarded to General Washington an able letter, together with a petition signed by 285 officers of the army, asking congress that the Northwestern

territory might be formed into a distinct government or colony of the United States, and that their bounty lands might be assigned to them in this district and provisions made for a further grant of land to such of the army as wished to become adventurers in the new government. This, the first definite step, outside of congress, towards the settlement of the Ohio valley, failed despite Washington's intercession to secure the action of that body. Putnam and his companion's desire to begin a new life in the western country, however, was too deeply rooted to be wholly eradicated. Forced to seek employment, he now went as surveyor into the Massachusetts bounty lands in Maine, while his old war comrade, General Tupper, returned into the Ohio valley. Two years later the veterans met and related their experiences round the New England fireside. So marvelous were Tupper's reports of the Ohio country, that the scheme of settlement was revived and resulted in the formation of the "Ohio Company of Associates," at the Bunch of Grapes tavern, in Boston, on the first of March, 1786. The first directors were General Rufus Putnam, General Samuel H. Parsons and Rev. Manasseh Cutler. This company subsequently appealed to congress for the purchase of as much land in that part of the valley indicated in the officers' petition of 1783, as could be paid for with one million dollars. They proposed to exchange the "final certificates" in payment for the land, to convert the officers' war legacies into future homes westward of the Ohio and to

form a new state. This petition was also unsuccessful. Instinctively, Putnam turned at this crisis to a man in whom the highest physical, mental and social qualities combined to make one of the most skilled diplomats of any age.

As agent of the Ohio company, Dr. Manasseh Cutler breathed new life and spirit into the enterprise. A graduate of Yale college, he practiced law, studied theology and finally became distinguished in that remarkable body of men known as the New England or Puritan clergy. He was eminent in many departments of learning. A chaplain of the Continental army, a member of the American Academy of Science, his acquaintance was wide and varied. With all his personal accomplishments, Dr. Cutler was a careful and able student of affairs. He was now in the prime of life. To an elegant and courtly presence, he added requisite tact of manner and insinuating grace of speech. A warmer advocate, a more polished courtier, could scarcely have been chosen to negotiate with congress. In his 'Life and Journal,' two valuable volumes recently edited by his grandchildren, he graphically describes his memorable visit to New York, where the Continental congress was in session in July, 1787. The journey was made in his private carriage—the only mode of travel in those days—and through the half-drawn blinds we catch charming bits of the scattering farmsteads and wayside inns of colonial times. Putting up his horse at the "Plow and Harrow," a tavern in the Bowery, he takes us into his confidence;

and while the intricacies of the Ohio purchase, together with the framing and passage of the Ordinance of 1787, are unraveled, we are openly confronted by one of the foremost makers of Ohio.

The Ohio purchase and the Ordinance of 1787 were parts of one and the same transaction. The purchase *would* not have been made without the ordinance, and the ordinance *could* not have been enacted except as an essential condition of the purchase. Both were before congress and under consideration when Dr. Cutler appeared before that body. The forty letters of introduction he carried from influential men of Massachusetts gave him immediate *entree* among the members of congress. His breadth of mind, personal accomplishments and polished manners particularly impressed the southern members, whose acquaintance he chiefly cultivated. They said they had never beheld his like in a northern man. The southern states prevailed in congress. The agent needed their votes. There was then a feeling—indeed it still exists—that New England did not favor the settlement of the west. Massachusetts had thirty thousand square miles of territory in the Province of Maine for sale, and it was the policy of her members to turn emigration in that direction. Knowing this, it was to the Ohio agent's advantage to hold himself aloof from New England and cultivate the friendship of the southern members. From his journal we learn that Colonel Carington, Richard Henry Lee and Mr. Grayson, all of Virginia, were his warmest friends and confidential advisers.

His stay in New York was a series of social attentions, which helped rather than hindered the accomplishment of his business. He used these opportunities to urge his suit with the heads of departments, the board of treasury and the leaders of public sentiment in congress. The credit of the United States was at the lowest ebb. He claimed that the sale of the public lands would absorb the floating debt. He urged the importance of a systematic occupation of the west by a large colony of industrious, enterprising, patriotic men, such as stood ready to emigrate thither as a result of the Ohio purchase. Without expense to the government, they would form a barrier of defence from the British in the north and the Indian tribes in the territory. This was the first proposal made for the purchase of the public lands. His arguments deeply impressed all whose influence was desired. They promised him their coöperation and their votes. The personal magnetism of the man and the adroit diplomacy of the agent prevailed everywhere. "I cannot conceive," said Dr. Holton, a distinguished member from Massachusetts, "how Dr. Cutler so soon and so warmly engaged the friendship of members, for since I have been a member of that body I have never known so much attention paid to any one person."

Land without law was useless to men schooled in the essential principles of human rights—all the firm foundations upon which a republic can stand. In dealing with congress, Dr. Cutler was entrusted by his associates without

limitation or instruction. His wants and theirs were identical. He represented Massachusetts men, who had, in their constitution of 1780, abolished slavery, established public schools for general education, and framed the most advanced code of laws concerning the liberties and national rights of man, civil jurisprudence and public polity, which the world had then seen. He, with a hundred of his neighbors, was ready to venture life and fortune in the western wilderness, but unless they could take thither Massachusetts laws and institutions, the plan of emigration would fail. While he argued the feasibility of selling the lands to the Ohio company, he urged with equal eloquence the paramount importance of the Organic law. In her avidity to diminish the National debt, congress awoke to the necessity of framing laws satisfactory to the agent's demands. The result was the passage, on July 13, of the Ordinance of 1787. The ordinance is a condensed abstract of the Massachusetts constitution of 1780. That congress had no intention of framing an ordinance on this basis until after Dr. Cutler's arrival in New York, on the fifth of July, is now undisputed. Up to this time, the labors of congress had brought forth abstractions, skeletons, mere outlines. That these efforts embraced valuable principles and their originators deserve full credit, cannot be refuted. But in no instance did they embody those great principles for which the Ordinance of 1787 has since been distinguished as "one of the greatest monuments of civil jurisprudence." There was no

provision for the equal distribution of estates, for extending the fundamental principles of civil and religious liberty, the right of conscience, knowledge or education; nothing was said of the articles of compact, which were to remain unaltered forever, unless by common consent. Excepting Mr. Jefferson's Ordinance of 1784, in which there was a clause prohibiting slavery in the territory after 1800, the question of slavery was not considered. What was the influence that wrought in five days such mighty and significant results?

July 10, Dr. Cutler wrote in his journal: "As congress was now engaged in settling the form of government for the Federal territory, for which a bill had been prepared and a copy sent to me, with leave to make remarks and propose amendments, and which I had taken the liberty to remark upon, and to propose several amendments, I thought this the most favorable opportunity to go to Philadelphia." Returning to New York six days after the passage of the ordinance, we find this in his journal under date July 19: "Called on members of congress very early this morning; was furnished with the ordinance establishing a government in the western Federal territory. It is in a degree new modeled. The amendments I proposed have all been made except one, and that is better qualified." There is no record of the precise amendments he suggested, but there is traditional testimony worthy of acceptance in establishing his claims to the authorship of its most important principles—the articles relating to religion,

education and slavery. Not until after the passage of the ordinance did he enter fully upon this negotiation for the purchase of the lands. The subterfuges to which the agent had recourse to bring about his desired end reveal that lobbying was not a lost art among our ancestors. Displeased with the terms of purchase now offered by congress, he declared his intention of purchasing lands of some of the states, who would give him incomparably better terms, and proposed to leave the city at once. This ruse had the desired effect and facilitated matters. A secret proposal was now made to him from a number of the principal characters of America, to extend the contract and take in another company, who desired to purchase three million acres of land for private speculation. This "speculation" was the Scioto company. Colonel William Duer projected it. He had influence in congress to procure the passage of the ordinance for the Ohio company's purchase by connecting with it the Scioto speculation. Convinced that without this influence, the success of his negotiations for the Ohio company would not be assured, and upon terms dictated by himself, Dr. Cutler acceded. It was the purpose of the directors to have General Parsons appointed governor of the territory. Subsequently, learning that General St. Clair, president of the Continental congress, was ambitious to be governor, Dr. Cutler, to secure his influence in the purchase, waived his preferences for General Parsons.

"I was now fully convinced," he

writes, "that it was good policy to give up Parsons and openly appear solicitous that St. Clair might be appointed governor. Several gentlemen have told me that our matters went on much better since St. Clair and his friends had been informed that we had given up Parsons, and that I had solicited the eastern members in favor of his appointment." Again he writes: "We now entered into the true spirit of negotiations with great bodies; every machine in the city that it is possible to set to work, we now put in motion." On the following day an ordinance passed congress in the agent's terms, by which was secured a grant of near five million acres of land, amounting to three millions and a half of dollars, one million and a half of acres for the Ohio company, and the remainder for private speculation. Only by extending the contract so as to include the Scioto company, was it possible for him to secure the grant of land for the establishment of a university and the support of a ministry, which, next to the accomplishment of the purchase itself, were objects of deepest solicitude to Dr. Cutler. His business completed, he left New York with reluctance and set out for his home at Ipswich, near Boston, where he continued to labor in the cause of the western country, exhorting his neighbors, and entering into the spirit of pioneer preparation, as his journal amply testifies: "Sent every man in the parish an invitation to assist me in hauling wood to make wagons for the western country," he writes. With his own hand he painted in black letters on the great emigrant wagons that set

out from his parish, "*To Marietta on the Ohio.*"

He expected at the time to become a settler on the Muskingum, but with the exception of two visits to the valley, he remained a citizen of Massachusetts. Not so with General Putnam. The purchase completed, he set out with his associates at once to take possession of the land. The company had previously ordered that four surveyors should be employed and twenty-two men to attend them; that there should be added to this number twenty men, including six boat-builders, four house carpenters, one blacksmith and nine common workmen. The surveyors were Colonel Ebenezer Sproat, Anselm Tupper and John Matthews from Massachusetts, and Colonel Putnam and Jonathan Meigs from Connecticut. The boat-builders and mechanics, in all twenty men, started under the command of Major Haffield White from Danvers, Massachusetts, December, 1787, and reached Simrall's ferry, on the Youghioghenny river, thirty miles above Pittsburgh, late in January. The surveyors and their attendants, numbering twenty-six, met at Hartford, Connecticut, early in January, and began, under the command of General Putnam and Colonel Ebenezer Sproat, their wearisome journey into the promised land. Reaching the mountains, there were such depths of snow that they were forced to abandon the wagons. "Our only resource," says General Putnam, "was to build sleds and harness tandem, and in this manner, with four sleds and men marching in front, we set forward and reached the 'Yoh' the

fourteenth February." The men were obliged to break the way through the snow for the horses to follow with their sleds. But a few miles of the journey were accomplished each day, and night found them bivouacked round large fires kindled in the woods. To men untried at Rhode Island, Brandywine and Yorktown these difficulties might have seemed unsurmountable. In two weeks the brave adventurers reached the "Yoh," where the other detachment was met. The boats in which they were to complete the journey were not ready. The remainder of February and March was spent, under the direction of Captain Jonathan Devol, the architect and superintendent of the boat-building, in completing the flotilla. It consisted of a galley of fifty tons' capacity, a flat boat of three tons' burthen and three canoes. The galley was forty-five feet long, twelve feet broad, and was stoutly built; it had a covered deck, which was high enough for a man to walk under without stooping, and the sides were of sufficient strength to resist the force of a bullet. At length, after months of wearied travel and work and waiting, the emigrants launched the galley, to which they gave the name of "Mayflower," on the afternoon of April 1, and passing down the tributary, entered the tranquil water of the Ohio. What dreams of hope and gladness dilated the souls of these brave sons, accustomed to the sterile soil of New England, as the shifting beauty and wild luxuriance of sky and hill and stream unfolded to their eager vision!

Sailing down that fair river, under

April's varying sky, did they foresee the mighty results Providence had in reserve for that seed they were about to sow at the mouth of the Muskingum! The sun had reached the meridian when the *Mayflower* landed on that memorable day in the annals of Ohio. The erection of temporary habitations began at once. The following day the surveyors laid out the town. In memory of France's unhappy young queen, Marie Antoinette, they called it Marietta—the key-stone to the great northwest.

"No colony in America," wrote General Washington, "was ever settled under such favorable auspices as that which has just begun at Muskingum. Information, property and strength will be its characteristics. I know many of the settlers personally, and there were never men better calculated to promote the welfare of such a community."

The mechanical skill of General Putnam and the practical knowledge of his associates soon saw the necessity of erecting strong block-houses and fortifications. Despite the treaties then existing, Putnam's knowledge of the Indian character warned him of the importance of protecting the settlers from outbreaks that might ensue. The wisdom of this foresight was manifest in the Indian wars that soon harassed the colony, which, together with the failure of the corn crop, increased the hardships of the settlers and, for a time, checked the tide of emigration. The Ordinance of 1787 went into effect with the arrival

of Governor St. Clair, on July 9 of the same year. This matchless legislation, as has been said, was a "pillar of cloud by day and of fire by night" in the settlement of the territory. Coming without precedent, it had no old formulas or traditions to wipe out. It took immediate root in virgin soil and its fruits are to-day apparent in the prosperity, loyalty and equal distribution of resources characteristic of the great northwest. "Never, probably, in the history of the world," said Chief-Justice Chase, "did a measure of legislation so mightily exceed the anticipations of the legislators." Every man on board the *Mayflower* left an impress for good upon the institutions of Marietta. "I knew them all," said Lafayette; "they were the bravest of the brave—better men never lived."

The town settled, General Putnam continued to take an active part in every phase of its growth. He was a member of the territorial legislature and the convention that framed the state constitution. He is truly the foremost builder of Ohio, sharing, as he did, all the vicissitudes of pioneer life, and by his enthusiasm and indomitable will, inspiring his comrades in their great design—to found a state worthy of the Republic preserved by their blood. From such beginnings have sprung, in a century, five great commonwealths, husbanded by twelve millions of people.

L. R. McCABE.

OUR HIGHEST TERRITORIAL COURT AND JUDGES.

THE Ordinance of 1787, passed by the Continental congress on the thirteenth of July of said year, for the government of the Northwestern territory, contained a provision for the organization of a territorial court to be composed of three judges who should reside in the territory, each to be the owner in fee simple of five hundred acres of land therein, any two of whom, however, were to constitute a quorum and hold a court. It was to be a court of common law jurisdiction, composed of judges appointed by congress for life or during good behavior, with authority to hold courts once a year in the organized counties of the territory wherever they deemed it necessary, and where it was practicable. This court, composed of judges thus chosen, appointed or elected by congress, and thus organized by National authority, seems to have been a tribunal that had original jurisdiction to a certain extent, and also exercised the powers of appellate courts—was, in fact, the court of *last resort* in the territory.

These territorial judges also performed other than judicial duties. In coöperation with the executive of the territory, they exercised legislative functions, any two of them, with the governor, forming a quorum for the transaction of legislative duties. In their legislative functions they were not limited to original enactments, but were authorized, at their discretion, to select or adopt such of the statutes of the original states as they might suppose better adapted

to the condition of the people of the territory than such original laws they might enact, but none of either class, however, were operative without the approval of congress. One of the laws they passed provided "that the common law of England, and all statutes in aid thereof, made previous to the fourth year of James the First, should be in full force within the territory."

This joint exercise of legislative powers by the governor of the Northwest territory and the territorial judges was allowable, legal and practiced only during the existence of the first grade of territorial government, that is from 1788 until 1799, the time when the second or representative grade of government was started, by the organization of a joint legislative body, composed of a council of five members selected by congress out of a list of ten gentlemen, each of whom being the owner of five hundred acres of land situated in the territory, whose names had been forwarded by the popular branch of the territorial legislature, a body with which the council was to act conjointly in passing the territorial laws, whose members were to be each the owner of two hundred acres of land in the territory, and to be elected by popular vote of districts for two years, while members of the council were chosen and commissioned to serve for five years.

The first bench of territorial judges, as chosen by the Continental congress on the sixteenth of October, 1787, was composed

of General James M. Varnum of Rhode Island, General Samuel H. Parsons of Connecticut, and Major John Armstrong of Pennsylvania; the last named, however, declined the appointment, and Judge John Cleves Symmes of New Jersey was appointed by congress to fill the vacancy on the nineteenth of February, 1788, and he accepted the position and served until the expiration of the territorial government in March, 1803.

In January, 1789, Judge Varnum died, and General William Barton of Rhode Island was appointed to fill the vacancy on the tenth of August of said year. He, however, declined the position, having been severely wounded in the Revolutionary war; was in a measure disqualified for arduous public service, whether military or civil, though he had served as a member of a convention which passed upon the question of adopting the Constitution of the United States. General Barton commanded the force that, in 1777, captured the British commander, General Prescott, for which service congress voted him a sword, a colonel's commission and a grant of land. He was preëminently a meritorious soldier and a patriotic statesman, and if he could have accepted the judgeship would have made an eminent jurist.

Judge George Turner, a Revolutionary soldier and a personal friend of President Washington, was, on the twelfth of September, commissioned by the latter a territorial judge to fill the place declined by General Barton. Judge Turner was a native of England, born in 1750, came to the United States before the Revolution, joined the American army as a captain at

the breaking out of the war and distinguished himself in several severe engagements as a heroic soldier and pure patriot. Judge Turner served as territorial judge, with credit and honor, from 1789 until 1797, when he resigned his office. He removed to Philadelphia in 1833, and died in that city on the sixteenth of March, 1843, at the ripe age of ninety-three years.

Judge Parsons met his death by drowning in the Big Beaver river, on the tenth of November, 1789, and was succeeded on the bench by Judge Rufus Putnam, who was appointed March 31, 1790, and served a number of years, when he resigned the judgeship to accept of other offices, both civil and military, in which he rendered highly valuable services to his country. The truth to say, General and Judge Rufus Putnam made himself one of the most valuable men that ever acquired a residence in the Northwest territory. Somewhat extended biographical sketches of Judges Parsons and Putnam have heretofore been given by the writer in a paper published in the November number of the *MAGAZINE OF WESTERN HISTORY*. It is, therefore, unnecessary to remark further upon the honored career and characteristics of these venerated territorial jurists, early-time distinguished pioneers, Revolutionary patriots, statesmen, soldiers and eminent citizens of the Northwest territory.

Judge Joseph Gilman attained to the territorial judgeship December 22, 1796. He was the immediate successor to Judge Rufus Putnam, who resigned his seat on the bench as a territorial judge to accept of other official positions, both military and civil, in which he served with great

credit and decided ability. Among those positions was that of brigadier-general in General Wayne's army; also that of commissioner to treat with certain Indian tribes, and that of surveyor-general of the territory, serving in the latter office until the termination of the territorial government in 1803; also served in the convention of 1802.

Gilman was long an honored name throughout "the Territory Northwest of the River Ohio," and especially about Marietta, Honorable Benjamin Ives Gilman being chosen by the people of Washington county a member of the convention which formed Ohio's first constitution in 1802, and he bore himself well among the Putnams, Massies, Worthingtons, Morrises, Tiffins, Wells, Byrds, Dunlavys, Baldwins and others of that able and dignified body. Judge Gilman served as judge until 1803.

Return Jonathan Meigs, jr., received the appointment of territorial judge February 12, 1798, to succeed Judge Turner, who had then recently resigned the judgeship. Judge Meigs came to the territory early enough in 1788 to be present at the organization thereof in July of said year, and served as judge from February, 1798, until the termination of the territorial government, early in 1803, his colleagues on the bench during those five years being Judges Symmes and Gilman; and it may also be incidentally remarked that Judge Meigs was made a judge of the state supreme court upon the organization of the state government in March, 1803. In a former number of the *MAGAZINE OF WESTERN HISTORY* the writer gave an extended biographical sketch of Judge Meigs, which supersedes the necessity of

doing so in this paper. Suffice it to say in addition, briefly, that Judge Meigs had been an officer of distinction in the Revolutionary war; became the war governor of Ohio during the War of 1812-15 with England; was an active major-general during a portion of that conflict; served several years as a member of the United States senate, and was a very popular and efficient postmaster-general from 1814 to 1823.

The truth to say, our territorial judges were exceptionally and preëminently pure-minded, able, patriotic jurists and statesmen of tried integrity and honor, who had taken lessons in the science of government from our Revolutionary fathers—men who had been largely under the eyes of Washington, the father of his country; of Hamilton, of Knox, of Adams, of Jay, of Marshall, of Jefferson, of Patrick Henry; men they were who had met on our Revolutionary battle-fields with the Lees, the Morgans, with Knox and Gates and Greene, La Fayette, DeKalb, Kosciusko, Lincoln, with Sullivan and Wayne and others of our heroes and statesmen of our Revolutionary era; men were they of the "heroic age" of our Republic; honored names they all bore, and honorably identified they all were with the military and civil history of our country, and with the most honored names connected with American history, American interests, American honor! As we all know, a member of the family of one of the judges (the only one who had worn the ermine from the beginning to the end of the territorial government) developed in the succeeding generation into a very popular President of the United States.

ISAAC SMUCKER.

THE PROHIBITION PARTY: ITS ORIGIN, PURPOSE AND GROWTH.

II.

IN pursuance of this call a number of persons met in Crestline on April 14 and 15, 1869, and there resolved to organize a new political party. There is nothing remarkable about this mere resolve. It is a resolve that has often been taken very lightly—often with no other desire than to seek revenge for fancied wrongs or grievances from the then existing parties, sometimes in the hope of getting office. This resolve, however, was taken without the expectation of securing office except, perhaps, in a remote future, and then only when the people of the state and Nation had been won, by long years of educational work, to see the justice and wisdom of the demands of this new party. The number of persons who met for this purpose has been variously stated—by some as high as seventeen and by others at thirteen. It was certainly a very small number, but with one or two exceptions they have stood firmly by their principles there declared. Unfortunately, the minutes of that meeting have not been preserved, and we can only give their names as remembered by some of those who participated. They are as follows: Rev. Hugh L. Parrish, Jay Odell, L. B. Silver, Rev. E. J. Fiery, George P. Burwell, J. A. Spencer, J. E. Ingersoll, Grove N. Abby, Dr. Harris, Dr. Booth, Dr. M. G. Tyrrill, Seynar Williams, Jackson C.

Murduck, J. J. Barnes, Dr. C. H. Merrick. By this assembly a call was made for a state convention, which was held in Mansfield on July 14, 1869, which nominated a full state ticket. Rev. Samuel Scott was the candidate for governor. At the October election of that year this ticket received 679 votes.

We shall not trace the history of the party in this state further, except to give the vote received by it from year to year up to the present time: 1869—679; 1870—2,812; 1871—4,084; 1872—2,100; 1873—10,270; 1874—7,815; 1875—2,591; 1876—1,636; 1877—4,836; 1878—5,682; 1879—4,145; 1880—2,616; 1881—16,597; 1882—12,202; 1883—8,362; 1884—11,269; 1885—28,081; 1886—28,982; 1887—29,700; 1888—about 25,000. This is the highest vote given in presidential years. The figures for the October elections for the presidential years would vary some from this. We have given this history of the party in Ohio for the reason of its being the only state that seems to have kept up its organization from 1869 to this time, showing a vote every year, and because of the prominence of the men engaged in that movement, many of them having been among the foremost in the state and National party from that time until the present.

ORGANIZATION OF THE NATIONAL PROHIBITION PARTY.

During the session of the Right Worthy Grand Lodge of Good Templars, held at Oswego, New York, May 27, 1869, a call was made for a separate meeting of all those who were in favor of independent political action. Jonathan H. Orne of Marblehead, Massachusetts, was chosen chairman, and J. A. Spencer of Cleveland, Ohio, secretary. After discussion and deliberation, it was resolved that a committee of five, consisting of Rev. John Russell of Detroit, Michigan; Professor Daniel Wilkins of Bloomington, Illinois; J. A. Spencer of Cleveland, Ohio; John N. Stearns of New York City, and James Black of Lancaster, Pennsylvania, should be appointed to prepare and issue a call for a National Prohibition convention for the purpose of organizing a National Prohibition party, to be constituted and to meet at such time and place as the committee might determine.

The committee prepared and issued the following call, which from its historical interest is here quoted in full, with the names appended thereto:

"To the Friends of Temperance, Law and Order in the United States:

"The moral, social and political evils of intemperance and the non-enforcement of the liquor laws are so fearful and prominent, and the causes thereof are so intrenched and protected by governmental authority and party interest, that the suppression of these evils calls upon the friends of temperance; and the duties connected with home, religion and public peace demand that old political ties and

associations shall be sundered, and a distinct political party, with prohibition of the traffic in intoxicating drinks as the most prominent feature, should be organized.

"The distinctive political issues that have for years past interested the American people are now comparatively unimportant, or fully settled, and in this aspect the time is auspicious for a decided and practical effort to overcome the dread power of the liquor trade.

"The undersigned do therefore earnestly invite all friends of temperance and the enforcement of law, and favorable to distinct political action for the promotion of the same, to meet in general mass convention in the city of Chicago on Wednesday, the first day of September, 1869, at eleven o'clock A. M., for the purpose of organizing for distinct political action for temperance.

"All churches, Sunday-schools and temperance societies of all names are requested to send delegates, and all persons favorable to this movement are invited to meet at the time and place above stated."

Among many others the following were some of the prominent names appended to this call: J. H. Orne, Marblehead, Massachusetts; J. A. Spencer, Cleveland, Ohio; Rev. Peter Stryker, D. D., Philadelphia, Pennsylvania; T. M. Van Court, Chicago, Illinois; Wm. Hargreaves, M. D., Reading, Pennsylvania; D. W. Gage, Ames, Iowa; L. B. Silver, Salem (now Cleveland), Ohio; Neal Dow, Portland, Maine; Rev. John Russell, Detroit, Michigan; James Black, Lancaster, Pennsylvania; Jay Odell, Cleveland, Ohio; D. R. Pershing, Warsaw, Indiana; General

J. S. Smith, Kingston, New York ; George S. Tambling, jr., Cleveland, Ohio ; Rev. Moses Smith, Xenia, Ohio ; A. T. Proctor, Cleveland, Ohio ; Peterfield Trent, Richmond, Virginia ; George P. Burwell, Cleveland, Ohio ; Rev. N. E. Cobleigh, D. D., Athens, Tennessee ; Rev. George Lansing Taylor, New York City.

ORGANIZATION OF NATIONAL PROHIBITION PARTY.

Pursuant to call, nearly five hundred delegates from the states of California, Connecticut, Delaware, Indiana, Illinois, Iowa, Kansas, Missouri, Minnesota, Massachusetts, Maine, Michigan, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Vermont, Wisconsin and the District of Columbia assembled in Farwell hall, Chicago, Wednesday, September 1, 1869. D. R. Pershing of Indiana called the meeting to order, read the call, and, on his motion, Rev. John Russell of Michigan was chosen temporary chairman, and J. A. Spencer of Ohio temporary secretary. Rev. Dr. Evarts, upon request of the chairman, in prayer asked the blessing of God upon the labors of the convention.

Honorable Gerrit Smith of New York being present, was called upon and addressed the convention.

Upon the report of the committee on permanent organization, James Black of Pennsylvania was chosen permanent chairman, and J. A. Spencer of Ohio permanent secretary.

The convention adopted the following

PLATFORM :

WHEREAS, Protection and allegiance

are reciprocal duties, and every citizen who yields obedience to the just commands of his government is entitled to the full, free and perfect protection of that government in the enjoyment of personal security, personal liberty and private property ; and

WHEREAS, The traffic in intoxicating drinks greatly impairs the personal security and personal liberty of a large mass of citizens and renders private property insecure ; and

WHEREAS, The existing parties are hopelessly unwilling to adopt an adequate policy on this question ; therefore we, in National convention assembled, as citizens of this free Republic, sharing in the duties and responsibilities of its government, in discharge of a solemn duty we owe to our country and our race, unite in the following declaration of principles :

1. That while we acknowledge the true patriotism and profound statesmanship of those patriots who laid the foundations of this government, securing at once the rights of the states severally, and their inseparable union by the Federal Constitution, we would not merely garnish the sepulchres of our republican fathers, but we do hereby renew our solemn pledges of fealty to the imperishable principles of civil and religious liberty embodied in the Declaration of American Independence and our Federal Constitution.

2. That the traffic in intoxicating beverages is a dishonor to Christian civilization, inimical to the best interests of society, a political wrong of unequaled enormity, subversive of the ordinary objects of government, not capable of being regulated or restrained by any system of license

whatever, but imperatively demanding for its suppression effective legal prohibition, both by state and National legislature.

3. That in view of this, and inasmuch as the existing political parties either oppose or ignore this great and paramount question, and absolutely refuse to do anything toward the suppression of the rum traffic, which is robbing the Nation of its brightest intellects, destroying internal prosperity and rapidly undermining its very foundations, we are driven by an imperative sense of duty to sever our connection with these political parties and organize ourselves into a National Prohibition party, having for its primary object the entire suppression of the traffic in intoxicating drinks.

4. That while we adopt the name of the National Prohibition party as expressive of our primary object, and while we denounce all repudiation of the public debt and pledge fidelity to the principles of the Declaration of Independence and the Federal Constitution, we deem it not expedient at present to give prominence to other political issues.

5. That while we recognize the good providence of Almighty God in supervising the interests of this Nation from its establishment to the present time, we would not, in organizing our party for the legal prohibition of the liquor traffic, forget that our reliance for ultimate success must be upon the same Omnipotent arm.

6. That a central executive committee of one from each state and territory and the District of Columbia be appointed by the chair, whose duty it shall be to take such action as in their judgment will best promote the interests of the party.

There was a lively discussion on the third resolution, but it was at last adopted by a large majority. The delegates had gone there for business, and they were determined to complete that business by the organization of a new party on a new and distinct political question, by which they proposed to take issue with both the old parties in regard to the treatment of the liquor question by government. An extended "Address to the People" was issued. The new party was, after considerable discussion, named the

NATIONAL PROHIBITION PARTY,

and the following central committee was appointed: Rev. John Russell, Detroit, Michigan, chairman; Honorable G. T. Stewart, Norwalk, Ohio, secretary; Colonel S. R. Davidson, St. Paul, Minnesota; J. M. May, Milwaukee, Wisconsin; Honorable D. R. Pershing, Warsaw, Indiana; Rev. H. Green, Marshalltown, Iowa; C. B. Hull, Chicago, Illinois; John T. Ustick, Missouri; James F. Stewart, San Francisco, California; Rev. William Goodell, Bozrahville, Connecticut; James Black, Lancaster, Pennsylvania; O. K. Harris, Washington, District of Columbia; Professor W. C. Thomas, Junction City, Kansas; Honorable Joshua Nye, Maine; Rev. William Hosmer, Auburn, New York; Honorable S. B. Ransom, Jersey City, New Jersey.

This convention was one of great importance at that time. It brought together a large number of representatives from various states, who for the first time met for the distinct purpose of organizing politically for the work in which they had, in different ways, been laboring for years.

They recognized the fact that no amount of moral or religious work could be permanently successful in staying this evil as long as the government sanctioned the business. They had studied the problems and science of government sufficiently to discover that the true intent and end of government was being frustrated by the permission of a business which so demoralized the people and wasted their resources.

It was a very interesting convention, and we would like to give extended quotations from the speeches made by such men as John Russell, temporary chairman, James Black, permanent chairman, Rev. William Goodell, Honorable Gerrit Smith, G. T. Stewart and many others, but want of space forbids.

Whatever may be the private opinion of those who may read this history, of the necessity of this action at that or any other time, we think that every honest and thoughtful student must admit that it was a great undertaking. To organize and start on its course a political party is always a great work. If any newly organized party be destined to achieve any great results, it must have several necessary elements of strength. It must have a great and distinct object for its existence, and that object must be of a nature foreign to the then prevailing policy of the existing parties.

That object must be so foreign to the policy of the then existing parties as to make it impossible, or to the last degree improbable, that the then existing parties would adopt it. And lastly, it must have men to guide the movements of this new

party who are thoroughly imbued with the necessity of such a party; who see clearly the line of policy that must be followed, and who have the courage to accept defeat after defeat, to bear derision, abuse or cajolery, and stand ready at all times to devote their lives, and, if necessary, give them up, to establish the principles to which they have pledged themselves. We believe that all the above requirements existed at the time and in the organization of the Prohibition party. First, it had a great and distinct object of existence. Outside of the organization of the Christian church—which, when rightly understood, has for its object the carrying forward of all real reforms—there has never in modern times been such a demand and need for an organization to make a distinctive fight against a so great and all-pervading evil. Rivers of tears, oceans of blood, the wasting of millions of the people's wealth, the filling of thousands of graves, the crowding of almshouses, jails and asylums, and last, but not least, the direct onslaught on the grand fabric of our free institutions, certainly constituted a demand for earnest and patriotic men to study well and act vigorously and promptly in the direction which, to them, seemed most fit and most certain to stay all this evil, and wrest the administration of government from the hands of those who, seemingly devoted to no object but the getting and holding of office, were a continuous stumbling-block and barrier in the way of any such reforms, and continually shaping their policy on this subject to catch the vote of the lower elements of society—the necessary

minority. The object of this new party was certainly foreign to the policy of the then existing parties.

Secondly, the condition of things in the then existing parties makes it apparent, we think, that at that time there was good and sufficient reason to believe that they *could not* adopt the policy proposed by the new party. And if there was any room for an honest doubt at that time, there certainly is none now, after twenty years of work, both of this party and of earnest men in both of the old parties, which would, if anything could, induce or compel them to adopt it. The policy of this party was so foreign to a majority or a controlling minority of the then existing parties that there was no hope of their being brought to endorse it. A controlling minority in each of the old parties was at that time organized in leagues and congresses to oppose the effort of other minorities in those parties to turn them in a direction hostile to the interests of the liquor traffic. And as the influence of this new party has been felt, and as the efforts of those remaining in the old parties have become more radical, the opposition have become more solidly organized, and have, as the history of these parties shows, fastened themselves more firmly upon them. It is not because there are not many—perhaps a majority—of the members of the old parties that would be in favor of their party doing the work proposed by the Prohibition party, but it is simply that the management of those parties is in the hands of men who must have present success—they must win the next election. It is only when men or parties are willing, and have the grace, to endure defeat that they can

win victories for principle. This neither of the old parties had in 1869, and neither of them have now. The men who organized the Prohibition party were not fools, nor did they want to take upon themselves unnecessary burdens, but they were students of political history, and they were able to see that the machinery of the old parties was so completely in the hands of the enemy that it would be easier to build up a new party, great as that effort must be, than to attempt to control the parties then in existence.

Neither were they men with any political grievance. We do not know of one of them who had been an office-seeker in the old parties, or went into the new party for that purpose. If they were seeking office they went to a very poor place to get that want satisfied. On the other hand, there have been hundreds and thousands of men kept out of this party for the sake of office, and it has been, and is to this day, one of the constant and most successful means of holding temperance men in the old parties to give them some petty office or honor, by which they will be committed to their parties for the next campaign. It is a remarkable fact that these men have stood firmly all these years. They were men who were not only independent in politics, but were sufficiently independent in their ability to make a livelihood as to be able to contribute to the constant expense of keeping up a party that makes it a large part of its business to educate the people, supporting newspapers, spreading tracts, employing lecturers and the many other means of getting their principles before the people. If devotion to a cause is any evidence of its merits, then the cause

of Prohibition must be a good cause, for more devoted, untiring and constant workers have seldom, if ever, been seen. Every campaign begins the next day after the election, and there is no end to the work until death stops all work, and the weary but willing hands are at rest. No great reform ever succeeded without such men to back it. No good cause ever failed with such men to support it.

GEORGE L. CASE.

[To be continued.]

AN OBERLIN PREACHER WHO SPOKE HIS MIND.

IF ever there was a man who was terribly in earnest, and who believed that he had a mission to save souls, President Finney was the man. He did not preach for money nor fame, but because his conscience would not let him do anything else. When he went out after souls he chose the weapon of attack nearest at hand, and gained some remarkable victories. He did not often pare his words down to make them round and smooth. He blurted forth any truth that might come foremost into his mind. On one occasion Theodore Tilton, who was in the west, called at Oberlin and spent the day with him. In the course of their conversation Tilton said: "Mr. Finney, I have always thought that you were a good man, but I don't agree with you in all your religious views."

"Why, what views?" asked the president.

"Well, for instance, the doctrine of the existence of a personal devil."

Mr. Finney looked at him a moment and then pointedly said: "Well, if you only will resist him you'll find out that there is one."

The students had to stand some sharp shot at times. It was Mr. Finney's custom to offer a short prayer after each recitation. One day, when the class in theology had been airing some weighty views of their own and "showing off," so to speak, he arose and, closing his eyes, said: "O Lord, don't let these young men think because they have let down a little line in the infinite sea of thy greatness that they have sounded all its depths. Save them from conceit, O Lord." On another occasion, when his class had been careless and inattentive, he prayed with deep fervor: "O Lord, go with these wretched boys and help them fish up their lost souls."

One day as he was out walking he met a tailor named Godly, and, as was his custom on seeing a stranger in Oberlin, stopped him and said: "I don't think I have met you before. What is your name?"

"Godly," was the reply.

"Well, are you a Christian, Mr. Godly?"

"I am not."

"Then," said Mr. Finney, sorrowfully, "your name might as well be Un-Godly."

One night a grist-mill was burned down. The president was present, and on his return home he met a young man, to whom he said: "Good-evening. We've had quite a fire. Are you a Christian?" Then he passed on without waiting for a reply.

Once when his church choir had sung an anthem that sounded artificial and worldly to his old-fashioned hearing, he prayed: "O Lord, we trust that thou hast understood the song they have tried to sing; thou knowest that we could not understand a word of it."

One night, at the regular prayer-meeting, one of those sad and sorrowful women who think the world all destruction and brimstone if heaven does not come with rosemary and lavender scents each morning into their windows, arose, and in a whining tone began to air her wrongs. She said she had moved to Oberlin because she thought it was a godly place, and that she would be among sanctified people. She had sadly found her mistake, discovered that they were much like the people of the world, and much more stuff of the same sort. Right in the midst of her wail Mr. Finney abruptly asked: "Sister, how much have you done to make Oberlin better since you arrived among us?" She thought a moment in confused silence, and then sat down. She aired her melancholy views in public no more.

Early in the war he wrote several impassioned letters to President Lincoln on the slavery question. In speaking of them he afterward said: "On bended knees I wrote one, and then I prayed God so earnestly all the while that I might move him. But no answer came; I could not

be at peace. I wrote again and waited. This time there came a little note, giving no thanks nor promises, only asking a question. I answered it, and knew that God had prevailed." This was only a short time before the Emancipation Proclamation was issued.

As a revivalist he had a natural power that made itself felt in many ways. He seemed to absolutely sway the souls of those about him. After one of his sermons he approached a young man and asked him about his soul. The accosted man grew very angry, and at last spat in Mr. Finney's face and then rushed away. Later at night the venerable president heard a ring at the door bell, and on answering it saw his assailant, who said: "Mr. Finney, I am no less a skeptic than I was before, but I want to apologize for my conduct toward you to-night." The president gave him a solemn, serious look, and without a word shut the door. The young man walked away. The look haunted him. He wandered about, and long after midnight again went to Mr. Finney's door and begged for counsel and help. He was taken in and earnestly prayed with, and soon after joined the church.

An infidel once accosted Mr. Finney, prepared to show his wisdom in a discussion of the truths of the Christian religion. The other gave him but one look, which read him through and through, and without a word passed on. He was soon after converted, and said he had never known himself until he was revealed in the light of that one look. One student who was listening to a powerful sermon on a Sunday morning could stand it no longer, but

cried out that he was a sinner and must be saved. Mr. Finney stopped in the midst of his sermon, called the young man to the altar, and prayed for him. A young lady who often imitated Mr. Finney's voice and gestures for the amusement of her friends was at a service one night, when the gallery partly gave way and a panic was threatened. In her fright the girl rushed to the pulpit and threw her arms around the minister and cried: "Save me! Save me!" One student, who professed to be an infidel, in order to provoke an argument, one day said: "Mr. Finney, I am afraid that I have committed the unpardonable sin." "I guess you have," was the only response vouchsafed him.

He was preaching one day on "Pride," and in the course of his sermon said: "Why, I shouldn't wonder if even our good brother Pease is guilty of taking pride at times in the reflection that he has so little pride." He was in the habit of thus illustrating his discourse by reference to members of his audience, turning toward one and saying: "Is brother This fully alive to the work?" or "How goes it now with the soul of brother That?" When he was bidding Theodore Tilton farewell, on the occasion above referred to, he said: "Theodore, why do you print those loose articles on divorce? Theodore, you'll go to hell as surely as you live!" Once he was praying for Andrew Johnson, and said: "And now, O Lord, we pray thee for Andrew Johnson. Wilt thou show him that he is only a man, and, after all, a poor specimen of a man. But if he persists in misapprehending himself, then wilt thou put him to bed. Put a hook in his nose and keep him from doing this mischief."

He had the greatest confidence and the most sincere respect of the people of Oberlin, many of whom believed that he could do anything. It is recorded that the following conversation occurred between two of them one morning on their way home from church:

"Did you notice," said one, "what a remarkable answer to prayer we witnessed this morning? Rain was asked for, and a shower came: To be sure, not very heavy, but it did some good."

"That was nothing," earnestly replied the other, "you should hear President Finney pray for rain. When he asks for it, it comes down in a flood."

Mr. Finney has himself left a record of his first impressions of Oberlin, and said therein: "I came onto the ground in 1835. The first living thing that I saw, in wending my way from the state road through an unbroken forest with no path, was a hedgehog. He was a symbol of the state of feeling that for some years prevailed in the country toward Oberlin. As he took a defiant attitude and erected his quills in every direction I seized a club and killed him. . . . The country around us bristled with opposition. A year or two after I came here I went out on the ridge toward Elyria to get some slips of currant bushes. The man was very cross when he found I was from Oberlin, and snapped out: 'You're going to compel the young men to marry nigger wenches over there, and you're going to try to unite Church and State.' For years the opposition was so great that they threatened to tear down our buildings and force us to abandon the enterprise."

SEELYE A. WILLSON.

BOATING ON THE COLUMBIA AND OKINAKANE RIVERS IN MID-WINTER.

Take long walks in stormy weather, or through deep snows in the fields or woods, if you would keep your spirits up. Deal with brute nature. Be cold and hungry and weary.—*Thoreau.*

SPOKANE FALLS, Washington Territory, November 28, 1887.—To-day, N. L. and I went to the stage office to inquire when the next stage left for the Okinakane. It is advertised to start twice a week, Monday and Thursday, and to go through in thirty-six hours. They told us it ran but once a week at this time of the year, and that we would not be able to start till the next Monday, but if we were very anxious to go, they would telephone to Davenport and have the stage held for us. So we bought tickets for twenty dollars each, and concluded to start on a special at five o'clock the next morning. We then went to a few stores and bought woolen shirts, overalls, etc., to wear on the trip.

November 29.—We started this morning at five o'clock from Spokane Falls to the Okinakane. In this latitude it does not get light before seven o'clock at this time of the year, and we had two hours' ride in the dark and three hours' ride before we got our breakfast. We took breakfast at Deep Creek, a small village of two stores, four saloons and a grist-mill, and arrived at Davenport at one o'clock. We got a first-rate dinner here, price twenty-five cents, and also found the stage waiting for us. There were two passengers, who had left Spokane Falls at

six o'clock the day before, and were in no very good humor at having to wait at Davenport for us. The stage was a common spring wagon without a cover, and with a rack fixed to the end for trunks, etc. It was loaded almost to its full capacity without the five passengers. The driver ordered us all to get in the wagon before he brought the horses out, as he said he "would have to be going as soon as they were hitched." As soon as the three men from the stable could get the four horses on, they flew back out of the way, and we started on the run, the leaders bucking and kicking, stage-driver's whip and voice going. Away we went on the run, up and down hill, for four or five miles, making splendid time, but afterwards the "bunch grass horses" tired out and slowed down, and it was after dark when we reached Wilber, forty miles from Davenport. Wilber is a new town, situated on Wild Goose Bill's old ranch, and known all over the country as Goosetown.

November 30.—Started for W.'s ferry this morning. We have two large sacks of mail on the stage. There is no government mail into the mines. All the mail is carried by private stages and the miner is charged ten cents a letter. We did not have a change of horses before leaving the town of Wilber, and our horses were used up by yesterday's drive, so that we could only go on a slow walk.

Between Wilber and the ferry lies what is called the Grand Coulé. In this part of the country they call a ravine or canyon a coulé. The Columbia river has at some time ages ago run through the Grand Coulé, which is a thousand feet below the mesa or table-land. The road down to and up from it is very steep. The Columbia is at least five hundred feet lower. The coulé is said to be an excellent place for stock, as it affords them good shelter, and the snow does not lie in it.

One of our passengers was a miner on his way to Salmon City. He was an expert gambler, and abused the stage and driver so heartily that there was nothing left for the rest of us to say, and we kept quiet. The baggage rack at the end of the wagon had broken the bed, and there was danger of the back seat falling off and leaving the passengers in the road. N. and I, as we were the lightest, had to take that seat. We had to walk up the hills to save the horses, and down to save the stage, and it is a very hilly country. It seemed to me that it was all hills.

December 1.—At W.'s ranch we slept in the hay in the stable. One of our party was so tired that he went to bed without taking off his overshoes. It had snowed most of the day before, and our blankets were wet. We did not have a very pleasant night! We crossed the Columbia and left for the Okinakane in the morning. The horses were more worn out, and we went slower than ever. Finally, about seven miles from the Okinakane, the miner and his partner left the stage and walked in. We got in about two hours after dark, having made thirty miles in the day. Going down the last

hill we had to tie a rope to the hind axle and hold the stage. We found that the miner and his partner had been in for two hours.

The man who keeps the ranch and ferry at this place is named Cummings. We left the stage here, and made a scow to go down the river. We were three hours in making it, but after we were through could not find a piece of lumber more than four inches wide to make a paddle of.

December 2.—We started down the river this morning. When we had gone a few miles we found the Okinakane frozen. After dragging the boat across several short stretches of ice to open places, and floating down them, we came to a field of ice that stretched as far as we could see. We got out of the boat and began to drag it. The ice was very rotten, and we were in constant danger of breaking through. After a while an Indian rode up and said the ice was five miles across. So we pulled the boat on shore, and struck for a ranch that was in view. We found it occupied by an Irishman and his numerous family, wife and eight children. They were all living in a log cabin of one room with a dirt roof and floor. We took dinner with them, and then started for the next ranch, L.'s, about a mile away. We hired L. to haul our boat down the river or across the frozen places, intending to put it in the river and float over the open part. It was only the still and deep places that were frozen. We got him to haul the boat up to his house in the wagon that evening.

December 3.—We stayed at L.'s last night, and started down the river with the

boat and ourselves in the wagon this morning. It snowed last night and continued to snow and blow hard all day. We found three open places in the river in which we put our boat, taking it out and putting it in the wagon when there was ice, and late in the afternoon arrived at L.'s, a trading store for the Indians, situated three miles from the mouth of the river. The river is open and deep from here to its mouth. The distance from C.'s, at the mouth of the Salmon river, to L.'s, at the mouth of the Okinakane, is twenty-one miles.

December 4.—We stopped last night at L.'s. We gave our scow to the man in whose wagon we brought it to this place. We do not know how to get away from here. N. has gone down to the mouth of the river to see if he cannot hire an Indian and ponies to take us to W.'s ferry or Fort Spokane. We should like to get to Fort Spokane so as to make a boat to come down the Columbia in. If we conclude to build a boat, we want to run from Fort Spokane, the nearest point to Spokane Falls, down the Columbia to the mouth of the Okinakane, and up that river. It snowed hard all day yesterday, and there is nearly a foot of snow on the ground. The sun came out bright this morning, and we shall have to guard against snow-blindness.

Later.—N. hired an Indian to take us from L.'s to W.'s ferry. He came with four ponies and two saddles. We borrowed a saddle from L., so that we each had one to ride. The Indian rode bare back. It began to snow as we were starting and snowed hard all the way over. We left L.'s about half-past twelve

and arrived at the ferry about four o'clock. The distance is eighteen miles. The trail goes up a long distance from the Okinakane, till you begin to go down to the Columbia.

The table-land is destitute of timber, but is covered with tall bunch grass. The Columbia and all the other streams are cut down from the level ground several hundred feet. We made the distance, considering the roughness of the trail, and that it was covered at least eight inches by snow, in very good time. The Indian took the lead and we followed Indian file. If the ponies had belonged to me, they should not have been ridden so fast. When we got to the ferry, the Indian took his horses and started up the river. He had to go at least ten miles further or camp in the snow.

December 5.—We stopped at W.'s ranch last night. We met a hard lot and witnessed a fight, one man pounding the stage-driver over the head with a revolver to enliven the evening. We started this morning with a horseman in his wagon for K.'s store. The wagon was covered and we had quite a comfortable ride.

December 6.—We stopped at P.'s, thirty miles from the Columbia, last night, and went this morning to K.'s store. Here L., one of our party of three, left us on his way to St. Paul. N. and I hired a buckboard of K. to take us to Fort Spokane.

December 7.—We stopped at B.'s, on Halleck's creek, last night, and concluded to build our boat for descending the Columbia here. We went this morning to the Indian agency to see the doctor,

and took dinner with him. After dinner we went back to B.'s to build our boat.

December 9.—We started down the Columbia river from B.'s to-day at eleven o'clock, and are now in the boat. B. would not let us pay him for the lumber to build our boat, nor for our board during the time we staid with him. He had got out the lumber for a boat for himself, and we used that lumber. We were strangers, but his father lived in my native town thirty years ago. N. built quite a nice boat in a little over a day.

December 10.—We stopped last night at K.'s store, on the Columbia, and came down the river to ——'s ranch, forty-five miles, to-day. Four miles above ——'s there are very swift rapids. I do not think a boat could run the rapids without a line. The Columbia is a very rapid, clear and deep river. The shallowest place we found in the channel was at least six feet. The river runs in a deep canyon, twelve hundred feet below the mesa, and has abrupt walls first on one side of it and then on the other. Some of these walls are a thousand feet high. The scenery would attract travelers if a steamboat were placed on the river. A photographer could get some fine pictures, and tourists would take the trip down the Columbia for the sake of the views.

In some places the river is divided into several channels by large boulders that have fallen in it, and make rock islands from twenty to seventy-five feet in size. The swift and deep river breaks against these rocks and becomes a mass of foam. It looks from the banks and above these places as if a small boat could not go

through, but we did not find them very bad, only a little rough. The river is so clear that you can see the bottom where there are twenty feet of water. We have passed over at least two rapids that a steamboat would have to line over, but only for a short distance, as an eddy runs up the shore nearly to their head.

——, at whose place we are staying, has a man to cook and attend to his store, but does not furnish beds for his guests. Everyone who travels in this region must carry his own bed or he will be likely to sit up more nights than he sleeps. —— has built a wagon road to the Salmon river mines and has a ferry over the Columbia. Every team that crosses the Columbia has to pay him from \$1.50 to \$2.50 each.

His ranch is so situated that all the travel to the mines has to stop at his place. He is a typical frontiersman, rough in manners and speech, but generous and kind-hearted, and never lets a man go hungry from his ranch. He is married to a squaw. The Indians of this territory are more civilized than any I ever met. Most of them live in a cabin in winter, and have herds of horses and some cattle. There is a number of stores all over this country for the Indian trade.

December 11.—We left ——'s this morning. We found the river very rough and full of bad rapids. It is impassable for a steamboat bound up, and in one place would be dangerous for it going down. At a point called Box canyon, twelve miles below ——'s, the river is gorged between two high walls of rock and runs very swift. The water boils and roars over the boulders and makes white-

capped waves four or five feet high. We let our boat drop stern downward descending the rapids, and pulled up stream at the same time, but notwithstanding, shipped considerable water and got quite wet.

At Foster's creek rapids the river is full of big boulders, with spaces of from ten to forty feet between them. The river dashes on and rushes at a great rate between these rocks. We followed the same plan in going down these rapids as at Box canyon, but had to twist a good deal to avoid striking the rocks, and did not get through without filling our boat half full of water and getting wet ourselves.

Just below Box canyon rapids we came across two Chinamen rocking out gold on the bank of the river, and thought we would have a chat with them; but they could not or would not speak much English. They wanted to know where we came from, and whether we had come over that, pointing up to the rapids. When we told them that we had, one of them said, "You no fear." The banks of the Columbia were at one time alive with men washing out gold, and it looks as if most of the bars had been worked. While there was plenty of gold it was very fine, or what is called flour gold, and such gold is very hard to sieve. The Chinamen have taken possession of the river now, and are re-washing the bars. We saw them working every few miles. It is said that they are more expert than white miners at saving this fine gold, and that they make from two to ten dollars a day.

December 12.—We stopped on the night of the twelfth at W.'s ranch, op-

posite the mouth of the Okinakane. They treated us very well. We left their ranch about nine o'clock and went down the river. The river was smooth all day. About half-past three we passed a ranch, but thought it too early to stop, and continued down further, thinking we would come to some place before dark. But we did not find any ranch, and kept on for two hours after dark: In a short time, we heard rapids in the river, and were afraid to proceed. While pulling our boat out on the bank, expecting we would have to camp in the snow, and go without our supper and breakfast—not a very pleasant prospect, as we had had no dinner—we heard a dog bark and went in the direction the sound came from.

We found a group of cabins occupied by a family of Indians. It consisted of an old man whose hair was very gray—he wore it about six inches long, and it stood up straight, and looked like a mop; a boy about twelve years old; an old squaw and two young squaws and two small children. We asked them to get us some "muck-a-muck," or something to eat. The squaws got off the benches or beds that were on the sides of the room, and started a fire in the cooking-stove. The room was lined with matting made by the Indians from rushes. After they had cooked supper they pulled a table about fourteen inches high from under the bed, and proceeded to set it, "Boston man" style, with stone china dishes, knives and forks. Then they drew up to the table two benches about six inches high, and motioned to us to sit down to muck-a-muck. After an effort we managed it, but were troubled considerably by our knees being between

our mouths and the table. On the table they put bacon, bread, potatoes, venison, molasses, sugar and coffee. The women were dressed in calico dresses, and the men had civilized clothes on. All of them wore shoes. They seemed very proud of their shoes, and were continually taking them off and putting them on. Most of the Indians still wear moccasins, even after they adopt the rest of our costume.

These Indians seem to have as good or better things around them as the average frontiersman. All of the Indians and most of the white men in this country speak Chinook. It is a very easy language (I do not know what else to call it, yet it certainly is not a language) to learn, and is used by all the people in their intercourse with the Indians. It was manufactured and introduced by the Hudson Bay company to enable them to trade with the Indians, and has spread all over this region. The Indians' own language is the worst sounding one imaginable. To hear them talking you would think they were spitting at each other instead of uttering articulate words.

After supper the old Indian took us out to another cabin to sleep. It had a stove, in which he built a fire, chairs, beds and a sewing-machine in it. The old man sat down before the sewing-machine and made it buzz, and seemed to be highly delighted with the noise. They call this or any kind of a machine "chick-chick." There were two clocks hanging on the wall side by side, and keeping different time, and neither of them right. They kept them wound up, but did not seem able to tell the time. The sewing-machine

was more for ornament than for use. All their rooms had board floors, good doors and windows. None of these Indians could speak a word of English. The old man said he was a "big chief," and had been to Washington a year or so ago. I suspect this was not true, as all Indians like to make out that they are chiefs. One of the squaws was married to a "Boston man"—the name the Indians have for an American. The name American is used all over the West Indies and Canada, as well as in this country, for a citizen of the United States. This squaw had two half-breed children, and was now at home visiting the old folks.

December 13.—We left the Indian's place this morning. The two young squaws wanted to go down the river with us to the place where the eldest one lives with her white husband. We had quite a boatful with the two squaws, two half-breed children and ourselves. The squaws were dressed very much like other women, only in very bright colors, but they had the baby tied Indian style to a board. They seemed to know the river very well, and were particular to point out the smoothest water. The oldest child, about two years of age, seemed not at all afraid, and to enjoy watching the water boil and break into eddies. We took them about ten miles down the river and then put them out on the bank. The married squaw carried the baby, while the other squaw slung the older child on her back with her shawl, and they started off to walk two miles through the snow to "Sam's house," or the husband's ranch.

We then went two miles further down to a place where there is a steam ferry

across the Columbia. The men who ran the ferry were camped in a tent on the bank. We took dinner with them. After dinner a team came along bound for Ellensburg, and we left our boat and went in the wagon five miles down the river to A.'s. These people have a cabin of one room, in which they live and keep a hotel ranch. The cabin is unfinished, has no doors or windows in it and is not chinked. The family consisted of an old man, who was sick, and a young man and his wife and baby. The place is miserably cold.

December 14.—We left A.'s this morning, and traveled along the Columbia river for fourteen miles. N. and I got out of the wagon and walked to the bank of the Columbia at a point over Rock island rapids. We had been told that it would be impossible to go over them in our boat, and were surprised to see they were not worse. We had gone over several rapids that were much rougher. We left the Columbia at Rock island and rode up the hill to K.'s, twenty-one miles from A.'s.

December 15.—We left K.'s this morning. The road goes over a mountain, and N. and I started to walk. The snow was eighteen inches deep on the summit. We walked for fifteen miles—seven miles up a steep hill, six miles across the summit with the snow above our knees. A man does not know how hard it is to walk in deep, soft snow till he has tried it. The last two miles, the road was down a very steep, icy hill, and we went down very fast. Here the team overtook us, and we rode to U.'s ranch. The U.'s have led a life full of adventure. They left Ohio at the close of the war with their large family of

children, and moved all over the west in a wagon. They went through a number of Indian scares and all the hardships such a life entails, camping out in winter, often with but little to eat, in a country full of wild animals and wilder men. The youngest of this family was an amusing character. He sat in a corner behind the stove, with his chair tilted back against the wall, and usually said very little, but when he did join in the conversation, shot out some smart, impertinent remark, which was received with roars of laughter by the dozen men and women who were crowded into the small room, one of three of the same size, which were all that the house contained. The family had lived on the ranch a short time, and knew few people, and as everyone was invited to the school-house to make arrangements for a Christmas tree, they concluded they would attend the meeting and get acquainted with their neighbors. They took a couple of lanterns and started, leaving N. and me alone in the house. In about an hour they came trooping back. They said the people at the school-house were the shyest folks they ever met. No one came up to speak or shake hands with them, and when the committees were appointed none of their names were mentioned. At last the wit of their family got up and moved that Christmas be postponed two weeks. Then the whole of the U.'s, eight in all, left, taking their lanterns with them and leaving the meeting in the dark, as there were no other lights in the house. We left U.'s the next morning and rode to Ellensburg. The remainder of our journey was by rail.

During this trip, we ran the Columbia

river, in a boat fourteen feet long and thirty-six inches wide, for over two hundred miles, and had a scow ten feet long and three feet wide when we went down the Okinakane. I would have enjoyed

my journey somewhat more if it had been summer, but I enjoyed it very much as it was. There is an excitement that is very pleasant in running rapids in such a big river as the Columbia.

THE MAKING OF PENNSYLVANIA.

ALL of the states in the American universe were made at once, so far as their boundaries were concerned, except Pennsylvania. It was built up piecemeal, a bit at a time, during a period extending from 1684 to 1792, when the final piece was added. Pennsylvania, it is true, had a royal charter from Charles II., dated in 1681, defining its boundaries east, west, north and south, and Penn, to whom the charter was granted, could legally have taken possession of it and established colonies all over it, if he had chosen; but he adopted an entirely different policy. The royal charter granted him the right of eminent domain, but the title to the land he held was in the Indians, and he would not colonize an inch of it, nor allow it to be colonized, until the Indian title was extinguished. His heirs, known historically as "the Proprietaries," nominally adhered to this policy, but not with the scrupulous honesty of William Penn. In one instance, at least, that of the "Day's Walk" purchase, the Indian title was claimed to have been extinguished by a dishonest trick; and in all the purchases accomplished subsequent to those made by Penn himself, the proprietaries winked

at, although they did not permit, settlements made by emigrants *before* the purchase, the Indians submitting to the purchase then, from necessity and not from choice. They sold what they found they could not hold. The prices paid, too, were trivial, the Indians taking what was given them, because they could not help themselves. Still, the proprietaries adhered to the end to Penn's policy and sold lands only after they had bought them, or claimed to have bought them. The civil jurisdiction of the colony extended only as fast and as far as these several purchases from the Indians extended. Pennsylvania, as "a geographical expression," covered three degrees of latitude and five of longitude, but her civil jurisdiction, in fact, covered only the territory acquired from the aboriginal holders.

The original charter to William Penn, granted by Charles II. in 1681, defined the boundaries of the colony as follows:

"On the east by the Delaware river from twelve miles' distance northwards of Newcastle town unto the three and fortieth degree of northern latitude if the said river doth extend so far northward, but if the said river shall not extend so far northward, then by the

said river so far as it doth extend ; and from the head of the said river the eastern bounds are to be determined by a meridian line to be drawn from the head of the said river unto the said forty-third degree, the said land to extend westward five degrees of longitude, to be computed from the eastern bounds, and the said lands to be bounded on the north by the three and fortieth degree of northern latitude and on the south by a circle drawn at twelve miles' distance from Newcastle, northward and westward, unto the beginning of the fortieth degree of northern latitude, and then by a straight line westward to the limits of the longitude above mentioned."

The only lines of all those above mentioned that remain to-day, as named in 1681, are those of the Delaware river and the circle " twelve miles' distance from Newcastle." The northern, southern and western boundaries had all to be changed in a spirit of mutual accommodation. The northern boundary was fixed at 42 degrees instead of 43 degrees in 1789 ; the southern boundary was fixed by the Mason and Dixon line, in 1767, in the line of 39 degrees, 43 minutes, 18 seconds instead of 40 degrees, and the western boundary on the line of 3 degrees 30 minutes longitude west of Washington, which was five degrees west from the Delaware river where it crosses the forty-second degree of north latitude. If the charter line has been followed five degrees west, " to be computed from the eastern bounds," the western boundary would have had to follow the various sinuosities of the River Delaware.

Fortunately the final arbiters had better sense. The southern boundary, as run by Mason and Dixon in 1767, was approved by King George III. in 1769, but was not finally settled until after Governor Dunmore's flight, during the Revolution, had left the way open for Virginia to give up his preposterous claim to all of western Pennsylvania " west of the Laurel hill."

The celebrated " Elm " treaty, negotiated by Penn in person, in 1682, was made with the Delawares, who were on the ground and the only claimants to it, so far as Penn knew. The claim afterwards set up by the Iroquois or Six Nations, that *they* held the sovereignty over the soil and that the Delawares were mere tenants at will under them, had not then been made known. Penn dealt with the occupants of the soil as the owners of it, and the Iroquois did not put in their claim until 1736. The cession made by the treaty of 1682 included all of Philadelphia and below on the Delaware, and a portion of Bucks county above. It was a small cession, territorially, but it sufficed for all the demands upon Penn for land, then and long after.

The next treaty was made with the Delawares in 1718, September 17, shortly after the date of Penn's death. By this treaty the heirs of Penn acquired all the territory west and south of Philadelphia and that portion of Bucks already ceded west to the Susquehanna, as far up as the present southern line of Dauphin county, and southward to the Maryland and Delaware lines. This included all of Bucks

not acquired in 1682, and Montgomery, Chester, Delaware and Lancaster counties, as they now exist, and the southern part of Berks. This gave the colony a nice slice of splendid territory, the best in the state, in fact. Prior to the date of this cession, settlers had undoubtedly crept into this forbidden quarter. They were few at first, and quiet and friendly with the Indians, but the latter felt them pressing upon their hunting-grounds and gradually forcing them further westward. Complaints followed and finally the Indians, having still plenty of elbow-room northward and westward, adopted the only alternative, a treaty, and sold what was already in process of taking from them. The Iroquois, in 1736, disputed the right of the Delawares to sell this territory or even to make a treaty about it, and the proprietaries, to avoid a conflict, made a second treaty, covering the same ground, with the Five Nations, confirming the cession made by the Delawares in 1718. It was an opportunity for the Iroquois to "pinch" the Penns, to use a slang legislative phrase, and they availed themselves, to the fullest extent, of their opportunity. From this time forward all treaties were made primarily with the Iroquois. If the Delawares, or other Indians, "kicked," a timely present to them sufficed to quiet their wrath.

By the time of the date of this last treaty, 1736, settlers had begun to move over the borders of the purchase of 1718, and in one instance, at least, that of the settlers on Oley, in Berks, the connivance of the proprietary was made plain.

The blame for it was adroitly thrown off on some absent official; and the settlers being fixed on their farms, there was nothing for it but a war or another treaty. A Quaker proprietary could not go to war, hence there was another treaty, another concession of lands, and another payment in poor goods at enormous prices. The line of 1718 had extended, on the north, from the Susquehanna, below Middletown, to the line of the Black Hills, on the Delaware. By this new treaty the line was extended further north, to the line of the Blue mountains, below the Delaware Water Gap, from thence to the Susquehanna, a few miles above Harrisburg, thence across the Susquehanna, and from thence, in a curved line, to the southern boundary, or Maryland line. This added to the colony what is now known as the counties of Northampton and Lehigh, the northern part of Berks, Lebanon, the southern part of Dauphin, Cumberland, Franklin, Adams and York counties, and is chiefly noteworthy for its crossing the Susquehanna and extending the border of the colony westward to the Alleghany mountains. The settlements previously had begun to encroach up the Susquehanna and even west of it. The Indians vainly but fondly hoped to stop this swelling tide by drawing the lines at the gap in the mountains where the Pennsylvania road now crosses the Susquehanna. All beyond was to be sacred to them, and the white man was to be satisfied with the fair fields between the eastern side of the Alleghenies and the sea. But the poor Indians were judicially blind and

could not see that a mere gap in the mountains was no barrier in the way of land-hungry and Indian-hating emigrants.

In 1737 occurred the celebrated agreement out of which the "Day's Walk" purchase arose; but, although this was in itself a dirty trick, the ground claimed under it was all fully covered by subsequent purchases, and it is not, therefore, necessary to enumerate it here. It answered, at the time, as a pretext for permitting settlers to crowd in upon the good lands and to get legal possession afterwards. The line extended from Wrightsville, above Philadelphia and near the Delaware, to Mauch-Chunk, in Carbon county, and thence, in a straight line, to the Delaware.

Complaints against the encroachments of settlers beyond the lines continued to be made annually after 1736, and became so loud in 1749 that another pow-wow with the Indians became necessary. Hence another conference October 22, 1749, another prolonged drunken orgy on the part of the Indians, another string of balderdash speeches full of drunken eloquence, another lot of presents in the way of guns, blankets and coats, and another treaty, surrendering more territory to the advancing hordes of settlers. This time the line advanced northwards on the Delaware to the mouth of the Lackawaxen, and thence by an oblique line to the Susquehanna, above the mouth of the Juniata. This added what is now the counties of Pike, Monroe, Carbon, Schuylkill and the northern part of Dauphin. The savages still jealously hung onto the Juni-

ata valley as a favorite hunting-ground, but foolishly surrendered the approaches to it. The whites already had ravenous eyes set upon it, and it is not long after that we hear of settlers having crept in. The proprietaries were complained to, and they sent in magistrates to dispossess the intruders; but immediately there follows a complaint that the magistrates thus sent to oust the intruders had themselves turned land-thieves and taken up choice spots for settlement. The magistrates knew, if the Indians did not, that

"The good old plan,
That they shall take who have the power,
And they shall keep who can,"

was a safe one for them to pursue. It was only a question of time when another treaty would be made for the possession of what was thus stolen in advance.

And this was not long in coming. In 1754, on July 6, an agreement was made with the Iroquois, which was confirmed in 1758, extending the line of 1749 across the Susquehanna, westward to the Allegheny mountains, and thence southward to the Maryland border. This added to the colony the territory now comprised in the counties of Snyder, Mifflin, Juniata, Perry, part of Centre, Huntingdon, Blair, Fulton and Bedford counties. The Iroquois thus gave up not only their long-cherished hunting-ground on the Juniata, but extended the line on the west into the heart of the Allegheny mountains. It gave the whites easy access to the west, while apparently aiming to shut them out from it. The whites had already got into the

west over Braddock's trail, on the southern border, and now they had acquired two new trails into it, the Kittanning trail and the route over the mountains through Bedford. General Forbes was advancing over the Bedford trail to the capture of Fort Duquesne and the building of Fort Pitt, while the Iroquois were making this cession at Easton. And all this time they were clamoring that the proprietaries must keep the whites out of the west! For a far-seeing, intelligent, shrewd, keen set of schemers, commend us to the Iroquois and other Indians of that time! They were overreached and defrauded before their very eyes. But they got whisky and blankets galore.

With all these six treaties the proprietaries had got possession of but a little more than a fourth, though less than a third of the present territory of Pennsylvania, as a glance at the map will show; but they had captured the roads to the west, and were holders of the path of empire. Whether the proprietaries played for this, and had a definite end in view, or whether they simply let things drift, allowing the encroaching settlers to blaze out the routes to the west, contenting themselves with coming after, and acquiring what the Indians could no longer hold, it is impossible to say, but I incline to the latter view as most probable. The settlers, it will be seen, did not press very far north; their main course was south and west. They had made two miles westward for every mile northward. Land speculation was the great hobby of that day. Lord Dunmore had the speculative fever bad, so had George Washington; and so, I

infer, had the proprietaries. The settlers had it, too; but they had not the opportunities of the then governing class. The latter let the settlers go ahead and bear all the personal risks, and contentedly came after, "to have and to hold" all that the settlers won.

By 1768 the Iroquois had made up their minds that it was useless to try and keep the whites out of the west. They had got in and could not be driven out. Their French allies had been forced out, not only of the west, but out of the nation and out of the country, and Pontiac's conspiracy of 1763 to bring them back had been completely crushed out. There was not only a British fort, but a town, at the head of the Ohio, with a steady drift of settlers in that direction. All that was left for the Iroquois to do was to make the best of a bad situation, and accordingly we find them November 5, 1768, making a new treaty with the proprietaries. Their cessions of territory, heretofore, had been each comparatively small; now they were driven to make a large one, equal, nearly, to all the others before made. This time they ceded all the territory from the northeast corner of the state to Kittanning on the Allegheny, and thence down that river to the line, west of the Ohio, between Virginia and Pennsylvania. This cession included the present counties of Wayne, Susquehanna, (part of) Bradford, Wyoming, Sullivan, Lackawanna, Luzerne, Columbia, Northumberland, Lycoming, Union, Centre, Clearfield, Cambria, Indiana, Westmoreland, Somerset, Fayette, Greene, Washington and

(parts of) Allegheny and Armstrong. Thus, after disputing the road to the west, inch by inch, the Indians were finally compelled to surrender it, and make their final stand west of the Allegheny.

Shortly after the treaty of 1768, the mutterings of the Revolutionary thunder-storm began to be heard, and with their usual bad luck the Iroquois got upon the wrong side. They had gone in with Pontiac, in 1763, against the British and in favor of the French, and had been considerably cut down, both in numbers and fortune, by their various warlike alliances. Now, with their territory in Pennsylvania nearly all gone, with their spirit cowed and their fighting force reduced, they were about to commit the further blunder of siding with the British against the colonies in the struggle for independence. Their representative at Fort Pitt was Keyashutha, who gave notice, at a gathering in Pittsburg, when the Revolutionary war broke out, that the region west of the Allegheny was theirs, and that no white man must dare to put foot on it. He professed neutrality between the British and Americans; but he was plainly acting in concert with the British commander at Detroit, who wanted to make that city the basis of military operations in the west, and desired nothing so much as to have the road shut up between Detroit and Fort Pitt. Keyashutha tried to do this for him by putting his ban upon all military movements across the territory west of the Allegheny river. The prohibition, however, amounted to nothing. General

Broadhead traversed this "Indian country" from end to end, with his little army, inflicted heavy blows upon the Indian settlements on the upper Allegheny and returned unopposed, and without the loss of a man. Keyashutha was powerless to enforce his threats, and finally, the Iroquois came out of the Revolutionary war so depleted in numbers and resources as to present a melancholy spectacle. The fierce people that had, in 1758, at Easton, reviled the poor Delawares as "women," and as warriors who had voluntarily disarmed themselves, were now, within twenty-five years, glad to associate on equal terms with the despised Delawares, and to allow them to fight and make treaties for themselves.

But, if it was hard times for the Iroquois, it was hard times, also, for the proprietaries. The treaty of 1768 was the last work of the kind done by the heirs of Penn. When the colonies began to combine to resist British aggressions upon them, distrust of the Penns began to be shown by the Pennsylvania colonists, which culminated in 1779 in the passage of an act divesting the proprietaries of all claim to the territory undisposed of, as well as the quit-rents, but reserving all manors laid out by them from the operations of this divesting act. As the proprietaries gave up the government of the colony to the colonists some years before, but little of the vast territory acquired by the treaty of 1768 can have been disposed of by them. From 1775 the disposal of the public lands was in the hands of the colony, excepting the manors; so that

the Revolutionary war put an end to the rule of the Penns, as well as to the dominance of the Iroquois over the territory of Pennsylvania. But one act remained to be done by the Iroquois, and that was to extinguish their title, whatever it might amount to, to all the territory of the state, outside of the lines of the cession of 1768. They could not hold on to it, and the colony, soon to be the state of Pennsylvania, was willing to pay them something for what they were unable longer to keep in their own hands.

Accordingly, in 1784, a treaty with the Iroquois was held at Fort Stanwix (now Rome, New York), by which, for the sum of ten thousand dollars, the Indians agreed to relinquish to Pennsylvania their title to all the territory of that colony, as defined by the charter of 1681, not heretofore relinquished. This included the whole of the territory north and west of the Ohio and Allegheny rivers, and all east of the Allegheny river, from Kittanning upwards, not surrendered by the treaty of 1768. This final surrender embraced the present counties of (part of) Bradford, Tioga, Potter, McKean, Warren, (part of) Erie, Crawford, Mercer, Lawrence, (part of) Beaver, Armstrong, Indiana, Clearfield, Clinton and Allegheny, Butler, Venango, Forest, Clarion, Jefferson, Elk and Cameron. This left the state with three straight borders on the north, south and west, and the Delaware river on the east.

One trouble remained: the state thus bounded had no outlet on Lake Erie. The line of 42 degrees on the

north terminated at the Ohio line, leaving just a little corner on the lake at the Ohio line. This would never do. The site of Erie, always a point of prime importance in the struggle between Great Britain and France, must belong to Pennsylvania. Water communication was, at that time, and long afterwards, the main dependence for travel and transportation. All western Pennsylvania had the Allegheny and its tributaries, and the Beaver and its branches, as highways to the lake, and the natural outlet for the travel and trade over these highways was at Erie. Pennsylvania could not submit to being thus shut off from communication with the outer world. She must have a frontage on the lake sufficiently large to make her outlets to the lake safe and accessible. It would take too long to explain, here, how the triangular slip of territory between the line of 42 degrees north latitude and the lake came to belong, at this period, to the United States and not to the state of New York, to which it would seem naturally to have belonged; but such was the case, and it was fortunate for Pennsylvania that it was so. States do not willingly, of themselves, give up portions of their territory to other states, and if this slip had belonged to New York, the presumption is that Pennsylvania might have whistled for it from that day to this.

The National government, however, made no difficulty. It was a part of Hamilton's financial policy that the United States should assume the debts of the colonies incurred in the Revolu-

tionary war. In this way the general government became the debtor of Pennsylvania, and it paid a part of this debt by selling the coveted strip, so many acres, at land-office prices. The deed of confirmation was issued March 3, 1792, for 202,187 acres, for which the price charged was \$151,640.50 or seventy-five cents per acre. This must have been among the earliest transactions of the general land office.

This purchase was not accomplished in a day. It took several years to get all the preliminaries through congress, and but little time was lost between 1784 and 1792 in carrying the affair through to final completion.

Thus the state of Pennsylvania finally rounded off her proportions and assumed the shape on the map which she has occupied now for nearly a hundred years. She is no longer a mere "geographical expression," but a geographical fact. The Penns accomplished about two-thirds of this work; the remaining third was finished much sooner and better without them than with them.

Sentimentally, one cannot but heartily approve the general policy of William Penn, to give no title to any acre in his colony that had not been first bought from the Indians. He acknowledged the sovereignty of Great Britain over the colony conveyed to him by his charter from Charles II.; but the title to the land he recognized as being primarily in the Indians who occupied it. In appearance, his successors and heirs followed out his general policy: that is, they adhered strictly to the rule to buy from the Indians before selling to set-

tlers, and extended their civil jurisdiction only over what had been purchased from the Indians. But the methods by which a purchase of lands was finally brought to a consummation were often and generally reprehensible. The prices paid, too, indicated either a sharp overreaching or a conviction on the part of the Penns that the Indian title was merely nominal, and had no actual weight with them beyond its being a part of William Penn's policy to pay the Indians something for all the lands taken from them.

Notice the difference between the price paid in 1784 to the Indians for all the territory between Bradford county on the north and the Ohio border on the west, including twenty counties and millions upon millions of acres, and the price paid the United States for the triangular slip of a part of Erie county. For the twenty counties and the millions of acres the Indians got \$10,000, while the triangular slip cost \$151,640. The price paid the Iroquois was \$500 for a county; that paid to the United States would have amounted to about \$200,000 for a county. The difference is accounted for by the variance in the character of the titles held by each. The United States had an absolute title, the Iroquois had but the shadow of a title. It was a title no court of that day would have recognized, and may be said to have been not merely a shadow, but the mere shadow of a shade.

It is correct to say, then, that Pennsylvania has adhered, from the start, to the policy of its founder, and bought every acre of its territory from its aborig-

inal possessors. Under the charter of King Charles, Penn could, if he had been so disposed, have landed at Philadelphia, established his colonial government, and proceeded forthwith to occupy the soil as fast as he could put settlers upon it. That was the course pursued in other colonies. The natives would have been forced back as the whites advanced, and where the crowding was strongest collisions would be sure to occur. These would be followed by bloodshed, and that by governmental interference, so that in the end it would have cost the colony as much, if not more, to fight its way as to buy it. As a mere question of policy, then, the course pursued by Penn was the cheapest as well as the fairest. Pennsylvania, it is true, did not escape bloodshed; but bloodshed was the result, not of the policy of the proprietaries, but of departing from it. The restless settlers who got beyond the purchased bounds of the colony were those who felt the bloody hand of the Indians falling upon them. It was the attempt of the whites to settle in and occupy the west before it had been bought from the Indians, and of the traders to trade there, that provoked the slaughters that redden the history of the western part of Pennsylvania. The original Quaker policy, rigidly adhered to from the start, would have prevented all this.

There is one feature of the case which Penn did not take into the account, nor any of his successors: the effect upon the Indian mind of the gradual but steady enlargement of the white settlements. Even where the land had been bought and paid for, this steady press-

ing on of the settlements alarmed the Indians. The settlement at Philadelphia did not alarm them, but the advance to the Susquehanna did; and when the line crept up and beyond that river, the alarm grew general and widespread. Every effort was made by the Indians to stop this steadily rising tide, but no effective barrier was ever found. When, finally, the Indians were crowded out of Pennsylvania altogether, it is no wonder that their consternation drove them into the Pontiac combination of 1763. The price paid them for the soil of Pennsylvania shut their mouths from the utterance of any complaint about its occupancy by those who bought and paid for it; but no amount of purchase-money could reconcile them to being banished from the soil that gave them birth. Penn, it is clear, could not have foreseen the consequences that have flowed, within two hundred years, from his landing at Philadelphia and the making of the treaty negotiated under the spreading branches of the elm with the ignorant and improvident Indians.

Such, then, was the way in which Pennsylvania was made. It began on a strip along the Delaware and gradually spread to the Susquehanna. Piece by piece and bit by bit were added until it grew northward, up both the Delaware and Susquehanna, then other pieces were added, and it grew westward to the mountains; other pieces were patched on, and it grew west to the Allegheny and Ohio rivers; and finally it absorbed all within the limits of the original grant, and was ticketed and pigeon-holed away as "bought and paid for."

RUSSELL ERRETT.

HONORABLE H. A. W. TABOR, EX-UNITED STATES SENATOR, AND
EX-LIEUTENANT-GOVERNOR OF COLORADO.

EVERY historical reference to the public life and services of ex-United States Senator Tabor very naturally and properly begins with his dramatic entry thereon as a member of the famous Topeka legislature of Kansas, in 1857. Then follows the pleasurable task of turning almost every page of the history of Colorado, and studying the annals of Denver, a city seemingly as dear to the heart of the ex-senator as Oxford and Ipswich were to Wolsey. He is one of the very distinguished few who both found and constitute a state.

Horace Austin Warner Tabor was born November 26, 1830, in Orleans county, Vermont. His father, Cornelius Dunham Tabor, who recently died in Denver, in the eighty-ninth year of his age, was of English descent. The Tabor family of England were long seated at Rochford Hall, Essex, whence came the founders of the American branch to New England during the early settlement of this country. His mother, Sarah Farrin, was of Scotch extraction.

Young Tabor spent his youth and early manhood upon his father's farm and in Massachusetts, mainly employed in cultivating the soil, until 1855, when he resolved to leave the old homestead in the pent-up hills of Vermont, which seemed to confine his powers, and where "the hard, dull bitterness of cold" winter weather clothes the hills and

valleys with snow more than half the year, for the sun-bright plains of Kansas and the further west. Here he found an ample field for the exercise of those faculties of mind and powers of physical endurance with which nature had generously endowed him, and which rendered him one of the most remarkable of self-made men in this or any other age.

"It would indeed be hard," says a well-informed writer, "in the annals of American history to trace a character which has made a stronger imprint, not alone in Colorado but throughout the United States, than that of ex-Governor Tabor. He is a man born to rule; to undertake anything, with him means to succeed. Of iron will and indomitable energy, still pleasant, friendly and approachable to all, he stands in the very forefront of self-made men."

THE TOPEKA LEGISLATURE.

The first appearance of Senator Tabor in public life, as intimated, was as a member of the Topeka legislature, Kansas, in 1857, which President Pierce ordered dispersed by military force. The troops were in line, the artillery in position and the fuse lighted ready for the final order. Colonel E. V. Sumner, commanding, said, "Gentlemen, this is the most painful duty of my life, but such are my orders and I shall obey



Illustration of William W. Miller

W. W. Miller

1840

M300

them. Disperse you must." They dispersed. Governor Tabor thus took his first rude lesson in politics as a Free-soiler. He graduated a Republican. His devotion to that party ever since has been as unflinching as the light of the North star.

One of the pleasing reflections of Governor Tabor concerning that event, is the fact that when the war for the Union came, of which the Topeka affair was an admonition, Colonel Sumner, as a distinguished major-general, commissioned by President Lincoln, was found fighting the battles of his country, himself a conspicuous foe of the very institution which had threatened the life of Tabor and his compatriots for their efforts in behalf of free soil in Kansas and what is now Colorado. Along with this reflection comes the thought, as a shadow, that the loyal general lost his own life in that relentless war for slavery.

A BUSY YEAR.

Four years after locating in Kansas he pushed out into the Rocky mountains, spending his first winter in Denver in 1859. The next spring he located in California Gulch, now Leadville, where he first engaged in mining, continuing, with varying success, until 1865, when he opened a store as a merchant, thus combining mining industries and merchandising until 1878. "This year," (from October, 1877, to October, 1878) says the ex-senator, "was the busiest of my life." And it was the most eventful. He was postmaster of Leadville, made the race successfully twice for mayor—to fill a vacancy and a full

term; was president of the Leadville Improvement company; established and managed the Leadville bank; was elected treasurer of Lake county; the Little Pittsburg mine was just blossoming into its enormous output, of which he had the whole management; was also in charge of the famous Chrysolite mine, and made a successful canvass as candidate for lieutenant-governor of Colorado.

UNITED STATES SENATOR.

A local historian says:

"In October, 1878, Mr. Tabor was elected first lieutenant-governor of Colorado, an office which he held in a manner suitable to its dignity and to the honor of the state. As president of the senate he proved himself a thorough parliamentarian, and one of the best presiding officers that has ever guided the deliberations of that body. In 1883 he was elected United States senator for the short term, and though seated but a short time in our National halls, he showed conclusively his fitness for the position, and it is a matter of genuine regret that he has not continued to represent the state in the senate from that day to this. His recent election, however, as permanent chairman of the State Republican convention and to the still more responsible position of chairman of the state central committee, is a tardy but deserved recognition of the services and capacity of one of the best Republican workers in the state. It is a well-known fact that Senator Tabor always contributed more liberally of his means to insure the

success of his party than any other citizen of the state. Mr. Tabor has had detractors, but with a magnanimity that does him high honor, he has ignored them. He has bided his time, and is now reaping the revenge that time always gives to the great and noble spirit over the small and mean. The late Honorable Jerome B. Chaffee was for many years the acknowledged leader and organizer of the Republican party in this state. Chaffee is dead, and his mantle could not have fallen upon worthier or abler shoulders than upon those of Senator Tabor, the man who stood next to Chaffee as an organizer, and who has done more to develop the material interests of the state and to beautify its capital city than all the other would-be leaders of the party put together. Senator Tabor is the acknowledged head of the Republican party in this state, and there is no doubt but the people of the state will ere long call him to a higher, if not more honorable, position than the mere leader of the Republican party."

When Denver was struggling to be a city and the leading capitalists hesitated to invest large sums of money in fine business blocks, Governor Tabor came forward, and with his usual courage and confidence in the great future of the town, erected the buildings which are still the finest in the city, and which gave it the impetus that has made it a metropolis. The Grand Opera house in particular has been the admiration of tourists from all over the world since its completion, and has advertised Denver

more than any other feature the city possesses.

MINING OPERATIONS.

The greater part of Senator Tabor's fortune has been acquired in the purchase and operation of mines, requiring a strong nerve, excellent judgment and great faith in the richness of Colorado's mineral deposits. Besides his valuable mining properties in Leadville, he has a number of others in various parts of the state, including the Tam O'Shanter group at Aspen. He also owns the famous Vulture mine in Arizona, one of the greatest gold-producing properties in the country, and is interested in a number of mines in Old Mexico. His judgment in investments in this class of property is almost unerring. During the last year he has turned his attention to Boulder county, and taken hold of the resources of that region in a manner that brings it still more prominently to the front as an important mining centre. His investments there have directed the attention of capitalists in this country and Europe to that rich mineral country. The great Poor-man mine, in which the Tabor Investment company is interested, is now paying five thousand dollars per month in dividends, from development work simply, without touching the vast deposits of ore which are being blocked out. Lately this company has also started up the celebrated Ni Wot mines in Ward district, Boulder county, and will also take a hand in developing properties in other counties. Certainly

no man is doing more to develop the resources of the state than Tabor.

Although making such extended investments in mines, with the result of inspiring confidence in the material resources of Colorado, and attracting other capitalists to the new state, he has not confined his attentions to mining interests alone, but he employed a portion of his wealth in permanent improvements in both Leadville and Denver, owning in the latter city alone about two million two hundred and fifty thousand dollars' worth of real estate, including the two blocks which are known the country over as models of beauty and excellence. His investment, comprising one hundred and seventy-five thousand acres of copper land in the state of Texas, promises him a future income beyond calculation. Another investment illustrating his sagacity and keen business judgment is the four million six hundred thousand acres of cattle grazing lands in southern Colorado.

FRIEND TO THE PROSPECTOR.

He was always the steadfast friend of the prospector and miner, and stood ready to give them credit. It was this trait which led to the discovery of the Little Pittsburg mine, in May, 1878, by August Rischie and George F. Hook, to whom Governor Tabor had furnished provisions and mining implements on credit, upon condition that he should be entitled to one-third of the discovery. Mr. Hook soon after disposed of his interest to his partners, and Mr. Rischie sold to Honorable J. B. Chaffee and D. H. Moffat, jr.

In 1879 Mr. Tabor disposed of his interest to Messrs. Chaffee and Moffat, and then purchased the Matchless mine at Leadville, and about one-half of the stock of the First National Bank of Denver.

DECISION AND KINDNESS OF CHARACTER.

His decision of character, quickness of perception and promptness of action mark his every movement. He no sooner decides than he begins to act. To illustrate: The transaction above alluded to, wherein he disposed of his interest in the Little Pittsburg mine for \$1,000,000, bought 880 shares of stock in the First National Bank of Denver, and at the same time purchased the Matchless mine at Leadville for \$117,000, took place in the short space of fifteen minutes. In politics Senator Tabor has always been loyal to his party and friends and giving of his means freely to help both, cheerfully withdrawing his own claims to preferment whenever such a course seemed best in the interest of common accord. Mild-mannered, affable, sincere to friendships and ever considerate, he is indeed a phenomenal illustration of what is possible where honesty, capability and earnest endeavor is the actuation of a Western American.

OFFICE AND RESIDENCE.

Let the reader visit the office of Senator Tabor. He will be found at his desk, busy with his multiplied affairs, and yet ready at all times courteously to receive you. Upon every hand, loading tables and filling shelves, may be

seen samples containing precious ores. Now, these ore specimens and his frequented office are in the Tabor Grand Opera House building. The discovery of that mineral wealth led to the building of this lyric temple, the reputation of which is world-wide. The first was the result of years of indefatigable labor, receiving, at last, its sure reward; the latter was the evidence of the public spirit and munificence of its owner and builder.

The following sketch of this famous building is taken from the *Rocky Mountain News*:

"The handsomest, coziest and most convenient opera house in America stands at the corner of Sixteenth and Curtis streets. It was erected in 1880 by ex-Senator H. A. W. Tabor, at a cost of \$850,000, and is a monument of architectural taste and beauty. It has a front of 125 feet on Sixteenth street, and 200 feet on Curtis, and is constructed of brick, with stone trimmings. It contains several large stores on the first floor, and 112 offices. The opera house has a seating capacity of 1,500, and from every seat in parquette, dress circle, balcony and gallery a complete view of the stage can be obtained. The proscenium and fashion boxes are models of comfort and elegance. The finishings of the entire house are in solid cherry, with the richest of hangings, draperies and carpets, neither pains nor expense having been spared in its furnishings. The stage arrangements are as perfect as money and ingenuity can make them, and its dressing-rooms are the delight of all actors."

Denver is the Washington City of the

west. Some of its avenues—Lincoln, Sherman, Grant and Colfax—are more remarkable for their "magnificent distances" than any that may be seen in Washington. One may stand upon Grant avenue, and, looking north, see in direct line Long's Peak, and to the south Pike's Peak, each nearly one hundred miles away. Many of her homes will not suffer in the least by comparison with the costliest upon famous Massachusetts avenue. Bear in mind that all this has been wrought since 1858, when the site of Denver was the tenting-ground of the Arapahoe Indians.

Senator Tabor's homestead, upon Capitol Hill, affords one of the grandest views that can come within visual range—two hundred miles, from north to south, of the Rocky mountains—the scene of his early, and at last successful struggles in the battle of life. His ample grounds occupy a half-square, with Grant avenue upon the east and Sherman upon the west. Full-grown and maturing trees—the ash, maple, elm, spruce and cotton-wood—cast their shade, in leafy times, upon a wide-spreading lawn. Vines climb and conceal, almost, its surrounding porches and bay-windows. Evergreens and flowering shrubs and plants abound, with statuary and miniature fountains between. As it stands upon this commanding eminence, in the midst of this cultivated forest, adorned by works of art, it is, as to spaciousness, embellishment and location, the Central Park of Denver, while as an entirety it is the stateliest and most beautiful residence in this city of homes.

POLITICAL SPECIALTIES.

Touching Senator Tabor's political specialties, but two or three may be mentioned. He believes in protection to American industries from ocean to ocean; in the unlimited coinage of silver, and has closely at heart the project of securing a National soldiers' home, to be built somewhere in this glorious climate. Certainly nowhere in the Union would veteran soldiers rather spend the remnant of their lives than in the midst of this mountain scenery, bathed in its almost endless sunshine, breathing this life-prolonging atmos-

phere. Their sacrifices saved not only these teeming and picturesque valleys, but the mountains themselves, with their vast and exhaustless riches. How proudly the flag they carried to victory floats to-day from the summit of Pike's Peak—fourteen thousand feet above the dome of the capitol of the Nation, lost to sight almost in

"The incommunicable blue of heaven,"

where all its fixed stars were born—the last to dawn upon its azure field, symbolizing the *silver* state of Colorado!

HENRY DUDLEY TEETOR.

AN EPISODE OF POLITICS.

A PREVIOUS number of this magazine contained an article on the formation of the Republican party, by Russell Errett, in which he briefly referred to its primary organization—the "Free-soil" party, 1852. On reading that article I resolved to write an appendix, to give some additional facts that I thought would be interesting and make the history more complete for future reference. But on commencing it I felt constrained to say, in Mr. Errett's own words: "Even I, who was a part of it, had got other events so inextricably mixed up with it in memory, that the original record, when consulted, scattered to the winds many things I would otherwise have put forward as trusty recollections." And besides that, I failed to find some of my original written and printed records; consequently I cannot,

with certainty, give all the dates and connections of the facts I intended to give. The Free-soil party was the successor of the "Liberty party," of which James G. Birney was the candidate in 1844. The first Free-soil candidate was Martin Van Buren in 1848, but in the same year John P. Hale received many votes from the Liberty party, who would not vote for Van Buren.

In 1851-2 I was publishing a weekly paper in Cleveland, in which I advocated, to the best of my ability, the right of all men "to life, liberty and the pursuit of happiness." In August of 1851 I published an editorial article proposing a convention of anti-slavery men in this city in the following month, which resulted in such an informal convention in "Kelley's," afterwards "Empire" hall. Although a

small convention composed principally of anti-slavery men of northern Ohio, there were some of a National reputation present, and among them were John P. Hale, Gerrit Smith, Cassius M. Clay, George W. Julian and Salmon P. Chase. The object of the convention was to consider what course we ought to pursue in view of the aggressive policy of the southern slaveholders, and the abject servility to them of northern "dough-faces," of both Whig and Democratic parties, as under the administration of Taylor and Fillmore the Whig party quite beat the Democratic party in the passage and enforcement of the infamous "Fugitive Slave law," which practically gave unheard of power to slaveholders in the free states, rendering every man liable to service in a United States marshal's posse for capturing fugitive slaves. I closed my article with two lines of the old patriotic song, slightly changed so as to read :

"Still the star-spangled banner triumphantly waves
O'er the land of the free and three million of slaves."

The result of that preliminary convention was another one at Pittsburgh, Pennsylvania, that was as nearly National as we could make it, held a few months later, at which John P. Hale of New Hampshire was nominated for President and George W. Julian of Indiana for vice-president. A large number from Cleveland, and vicinity went to that convention by the then new railroad, and at Alliance, which then consisted mainly of a small, rough board depot and a similar eating-house, kept by an old fogy named Daniel Sour-

beck, among our company was a colored man, and when we went in for dinner he, of course, went with the rest. Just before we commenced eating the proprietor discovered the colored man and ordered him away from the table. We indignantly protested against his order and in favor of equal rights for all men who behaved themselves properly, regardless of color. But he insisted on his legal right to do as he pleased in the case, and to his great surprise, when the colored man went, we, to a man, went too, leaving him to dispose of his dinner—for he had provided for a large crowd on that day—as best he could, and figure up his profit and loss account. I carried a banner that was printed at Smead & Cowles' job printing office, two years before the *Cleveland Leader* had an existence. It was in the largest wood type in their office and was a reproduction of the one I carried four years before, when Lewis Cass, the Democratic candidate for President, visited our city. The motto was: "No Compromise with Slaveholders or Dough-faces." When I carried it into the vast crowd in the Masonic hall the cheering was tremendous for several minutes. I evidently had struck the key-note of the convention. The thirty-six years since that time have effected great changes in our Nation for the better, and still there is a wide margin for further improvements that time and the intelligence and patriotism of our citizens will be sure to accomplish.

H. M. ADDISON.

ONE HUNDRED YEARS OF AGE, DECEMBER 16, 1888.

On the date above mentioned, just past, Mrs. Margaret J. Mitchell of Cleveland, Ohio, completed her one hundredth year and entered upon a second century of existence. This is no case where an ambitious imagination has added years where nature has not furnished them, as the date and place of her birth are well known and have been repeatedly authenticated.

She was born in Georgetown, Maine, on December 16, 1788, and her maiden name was Stinson. She was married to Charles Cutter Mitchell when about twenty years of age. She made her home for many years in Portland, Maine, where she was closely identified with many good works. She was connected officially for a time with the Old Ladies' home, and served for over fifty consecutive years as one of the directors of the Protestant Orphan asylum. She was also a member of Dr. Payson's church, that celebrated its centennial on September 3, 1888. Mrs. Mitchell removed to Cleveland in 1879, her son, A. R. Mitchell, having, before his death, been the president of the Woodland Street Railroad company. About eight years ago the aged lady dislocated her hip, and has never taken a step from that day. Her general health is good, her mind clear, and her memory unusually good for one of her age. A gentle, cultured and pleasant-voiced lady, she sees a few friends, and when in the mood talks often of the past. The *Cleveland Leader*, in recording the above

facts, added the following comments:

"It is not often that life's severest trials come after ninety years of almost unbroken prosperity. But such has been the case with Mrs. Mitchell. In her ninetieth year the son who had walked with her in a relationship which united the cherished companion and trusted adviser with the loving son passed away. It became advisable to remove from the old home in Portland, and Mrs. Mitchell, at ninety years of age, severed all the ties that bound her to her native state, and traveled a thousand miles to take up her residence with her daughter in Cleveland.

"But in spite of all the afflictions Mrs. Mitchell has preserved her cheery spirit, and as late as yesterday said: 'I do not feel any older than I did fifty years ago.'

"Speaking of her aged mother-in-law, Mrs. A. R. Mitchell said: 'Mother is rather hard of hearing, but her eyesight is remarkably good for one of her extreme age. She has always been a great reader and reads as much now as her eyes will allow her. She is fond of following the events of the world she has seen developed so marvelously during her century of life, as it is unfolded from day to day. She is quite a politician and the Washington news is the first thing she turns to. Her interest in the last campaign was intense, and no lady in the land was more enthusiastic over the election of General Harrison than she.'

"Here the reader has a picture of a woman who, born before the first Presidential election was held, is rejoicing over the result of the last. She was a girl of twelve when George Washington died, a miss at school in Boston when John Adams returned after his Presidential term, a wife and mother before the War of 1812, a matronly lady when she saw General Lafayette in Portland, and threescore years old before the blue coat and buff vest of Daniel Webster ceased to be a familiar sight in the chief cities of New

England. In short, a lady who has seen the invention of the cotton-gin, the steam-boat, the locomotive, the telegraph, the telephone and the modern newspaper come into existence is to-day interested in the audiphone and the chances of aerial navigation. She has followed as a woman of education and culture the rise, development and decision of all the political questions of this century, and now is ready to express an opinion in the light of her experience on the annexation of Canada."

THE BAR OF OMAHA.

II.

FOR nearly thirteen years after the settlement of the city no railroad reached it from the east. The homesick emigran toiled sadly with his team or rolled slowly in the stage-coach across the billowy prairies and muddy bottoms of Iowa. Some, however, preferred the monotonous trip up the Missouri in the frail stern-wheel steamers of the day, the length of the voyage depending on the stage of the river, the skill of the pilot and the luck of the boat. The financial depression which followed the panic of 1857 and the outbreak of the Civil war interfered greatly with the growth and development of Omaha. The prospects of the legal profession in these days were not bright. Many adventurous spirits tired of the irksomeness and want of variety in their lives, and escaped from them to Pike's Peak and the Pacific coast, or sought excitement in the stirring scenes of battle. Still from time to time during those years a lawyer wandered out to this new and unknown region, and either growing speedily disheartened with the prospect before him soon found his way home again, or captivated with the life and climate concluded to cast in his lot with the struggling denizens of the frontier city. Of the former class were the late ex-President Arthur and his partner, Henry D. Gardiner, who spent some time in the city without finding encouragement to establish themselves

permanently; also ex-Judge Conkling, the father of the late distinguished senator of that name, who practiced his profession in Omaha for several months before he discovered that his advanced age, his previous habits of life and the refined associations of his old home had unfitted him for the petty strifes, the wild, irregular practice and the freedom of manners which he found here. Among the latter were many names still honored and respected throughout the state, such as those of George B. Lake, for seventeen years justice of the supreme court of the state; George W. Doane, now judge of the district court; John I. Redick, afterwards a territorial judge in New Mexico; the late John R. Meredith, Honorable Charles H. Brown, B. E. B. Kennedy, Clinton Briggs, who at the time of his accidental and lamented death* was a prominent candidate for the seat in congress now occupied by Senator Manderson; Chief-Justice Daniel Gantt, James G. Chapman, the late Senator Phineas W. Hitchcock, who practiced his profession in 1860, and George I. Gilbert, who was prosecuting attorney in 1861.

Remarkable among them, and noted

* On a trip eastward in 1882, he was missed by his fellow-travelers, and found dead on the track, having been run over by the train. Whether the accident was caused by sudden dizziness or a misstep will never be known.

all over the state, as he would have been in any western commonwealth, was William A. Little, or, as he was universally called, Bill Little. Coming to the territory in 1856, from the state of Illinois, he took from the first and kept a place in the front rank of the Omaha bar. Genial to a fault, of winning manners, familiar with all classes, careless in his attire, with superabundant energy and vitality, the idol of his clients, whose causes he made his own, possessed of a ready and fascinating eloquence, keen wit and charming conversational powers, he captivated juries and bewitched the younger members of the bar, who looked up to him with fond admiration. For years after his death his influence among the latter could be perceived in a studied negligence of dress and violent, sometimes grotesque gesticulation in their speeches. At the election of 1866, in anticipation of the admission of Nebraska to statehood, he was chosen chief-justice. It is doubtful if his habits of mind and life, or his legal attainments would have enabled him to maintain his reputation in this exalted position. But the rough life of the frontier and the temptations to which his generous nature exposed him proved too trying to a constitution never very strong, and he died early in the year 1867, before he had taken the oath of office.

Another brilliant meteor which shot across the firmament about this time and speedily disappeared beneath the horizon was Milton H. Parks. He was a young man, indifferently educated, not deeply versed in legal lore, and of pronounced convivial habits; yet those who were here in 1867 remember to this day the florid and effe-

vescent eloquence of his address to the jury in the defence of one Otway G. Baker on his trial for murder in the first degree. It was a marvelous exhibition of skillful rhetoric. The tones of his voice were peculiarly musical, his words well chosen, his illustrations pertinent and his power over a jury marked and evident. But his career virtually began and closed with that single speech, and the extravagant and erring spirit soon betook himself to other fields, leaving behind him only the memory of his solitary effort.

The fixing of the initial point of the Union Pacific railroad, by President Lincoln, at a point "on the western boundary of Iowa, east of and opposite to the east line of section ten in township fifteen, north of range thirteen, east of the sixth principal meridian," was the first act which promised permanence to Omaha, and the digging of the first spadeful of sand on the river bottom in the prosecution of that adventure was the signal for a gradual increase in the values of real estate, which has continued, with but temporary interruptions, to the present day. The somewhat vague and contradictory wording of the President's proclamation left a doubt whether the eastern terminus of the road was to be in Iowa or Nebraska, and some years subsequently gave rise to litigation which was finally settled by a decision of the supreme court of the United States, declaring Council Bluffs, in Iowa, to be entitled to that valuable distinction. The actual commencement of the road, however, was at Omaha, and for four years it pursued its way up the Platte under adversities, perplexities, tribulations and disappointments which might well have

appalled its projectors. Every pound of material and supplies had to be brought to Omaha by way of the tortuous and capricious Missouri; its route lay through what was then thought to be an uninhabitable wilderness, infested by hostile tribes, and yielding nothing for the support of man or the construction of a road; and envious rivals north and south were eagerly pushing towards the hundredth meridian in the hope of becoming entitled to the subsidy promised by government to the corporation which should first reach that coveted point. When the authentic narrative of that gigantic enterprise comes to be written, the historian will dwell more largely on the sublime faith and courage of its promoters and more leniently on their errors and transgressions than competitors and demagogues will now allow him to do.

In the year 1867 three circumstances combined to give Omaha an assured growth, and to point to it as a desirable spot for the emigrating lawyer: the Union Pacific had reached and passed the hundredth meridian, and thus insured the aid of the National government towards its completion; the Chicago & Northwestern railroad had pushed its way across the state of Iowa, reaching the Missouri river at Omaha, and on the first of March Nebraska ended its era of pupilage and became a state. Any one of these events would have assured a rapid growth to a city so eligibly situated as is Omaha. Coming together they produced an influx of inhabitants which was limited only by the capacity of the city to house and feed them. Thousands unable to find sustenance or shelter pushed on to

less crowded places. These places soon themselves felt the inflation, and the wave rolled on, rising and falling, till it reached the Pacific.

The following are among the names of attorneys admitted to practice at the term of the district court held in Omaha on the sixteenth day of April, 1867, being the first term held after the admission of the state: Henry G. Worthington, George W. Ambrose, Champion S. Chase, James W. Savage, Charles W. Monroe, John P. Bartlett, William L. Gross, Milton H. Parks, Albert Swartzlander and John C. Cowin.

Omaha in the summer and fall of 1867 was a busy hive. Buildings of all sorts and values were rapidly rising on all sides, streets were laid out, grades established, manufactories started, public improvements gotten under way and new industries of all sorts begun. The sound of the hammer and the saw never ceasing by day, the thronged streets, the heaped-up masses of building material, the trains of wagons loaded with merchandise might well have recalled Virgil's stirring description of the building of Carthage, if anyone had had leisure in the midst of the turmoil to recall early studies or classical authors:

Instant ardent Tyrii : pars ducere muros,
Molirique arcem, et manibus subvolvere saxa;
Pars optare locum tecto, et concludere sulco.
Jura magistratusque legunt, sanctumque senatum.
Hic portus alii effodiunt: hic alta theatris
Fundamenta locant alii, immanisque columnas
Rupibus excidunt, scenis decora alta futuris.

Whenever a city starts with such vigor and grows with such rapidity there will be litigation, and Omaha was no exception to this rule. Numerous questions of prac-

tice had to be settled; all legal points upon which state tribunals have differed in opinion had to be taken to the supreme court for an authoritative exposition of the law. The license and freedom of a frontier city produced their usual result; crimes of violence and assaults were of frequent occurrence. It was a fact worthy of notice that the meaner crimes—burglary, pocket-picking, injuries to women and the like—were comparatively unknown. Such offenses seem to require a higher degree of civilization for their development than is usually afforded by a newly gathered community. The first term of the district court under its new dignity as a state tribunal opened with a criminal docket comprising three cases of homicide and a very promising array of assaults with deadly weapons, and it was several years before this average was seriously diminished.

The case of *Smiley vs. Sampson*, which arose out of a preëmption in what is now the northern portion of the city, was investigated and argued before different state and United States tribunals ten times before the supreme court of Nebraska finally awarded the coveted land to the plaintiff. The litigation gave fortunes to at least two attorneys engaged in it, and echoes from the heated conflict are still occasionally heard in our courts.

The leaders of the Omaha bar in those days were, by common consent, A. J. Poppleton and James M. Woolworth. The latter still holds the place to which his learning, eloquence and shrewdness so long since gave him a title; and if the former can be said ever to have lost it, it is only because the acceptance of a large

salary as the attorney and council of the Union Pacific railway withdrew him for many years from the general practice of his profession.

The labors of the bar were by no means confined in those days to the city of Omaha. Whenever court was held in either Cass, Saunders, Sarpy, Dodge, Cuming, Washington or Burt counties there were the eagles of the Omaha bar gathered together. It took more than ordinary hardships or dangers to keep them at home. They traversed the prairie, they forded the treacherous Platte in their rickety buckboards and generally appeared at the opening of court smiling, happy and litigious, whether anyone else was there or not. The fifteenth of March, 1870, was the day of the commencement of one of Nebraska's most famous blizzards, which lasted three days. A session of court had been fixed for that day at Bellevue, some ten miles south of Omaha. Such was the severity of the storm that not a single juror and hardly a witness or litigant braved its fury. Seventeen lawyers from Omaha, however, appeared at the opening of court, and as no business could be transacted, had three days of enforced idleness before the tempest had sufficiently abated to enable them to take their frozen ears and chilled bodies home again.

No sketch of the bar of Omaha would be complete which should omit all mention of the name of Silas A. Strickland. He was born in Rochester, New York, and came of good family on both the paternal and maternal side, his grandfather having been a cousin of Ethan Allen, and his grandmother an aunt of Millard Fillmore. Left at an early age to make his own way in

1870



J. M. Woolworth

1871

the world, his youth was marked by all the vicissitudes and struggles which usually fall to the lot of a poor and ambitious young man. Admitted to the bar in the year 1850, his poverty would not allow him to await the slow process of alluring clients and building up a practice, and so he became by turns school-master, pay-master on the Erie canal, railroad contractor, politician and stump-speaker. He came to the territory, as in a previous article we have seen, in 1854. Here he remained until the breaking out of the war, when he entered the army as a private and left it at its close with the stars of a brigadier-general and the reputation of a brave officer. In 1867 he returned to Nebraska, bringing with him a commission as United States district attorney, which office he retained until 1871. Such are the bare outlines of a life which for many years was full of activity.

General Strickland was not a learned or even an ordinary lawyer, but he had qualities which were quite as showy and almost as effective as learning or legal skill. Generous, warm-hearted, sympathetic, genial, eloquent and witty, he rarely encountered a jury without winning them over to his side of a controversy. But his heart was never in his practice. Sweeter to him was the turmoil of the most unimportant ward primary election than the dull details of a lawsuit involving millions. Dearer by far the stump, with its wild freedom, its quick repartee and its loud

applause, than the forum, where, though he might enchant jurors, he could not always control judges. Political life was with him an inveterate habit; he could not exist away from the atmosphere of elections.

His droll sayings, the melody of his voice, the quickness of his wit and his numberless acts of generosity still survive in the memories of those who knew him, though it is nearly ten years since the flame of his life, which had always blazed too brilliantly, was extinguished.

Within the last ten years the city of Omaha has more than trebled its population. The number of its attorneys has increased in about an equal ratio. There are now two hundred and seventy-two practicing lawyers in its courts and its dockets are continually crowded. Its judges and attorneys are, as a rule, equal at least to those of much older communities. Such names as those of Wakeley, Doane, Manderson, Thurston, Poppleton, Woolworth, Cowin, are not easily confined within state limits. But whether in its stately and beautiful court-house dominating the city from its lofty eminence, there are greater manifestations of eloquence, learning, close reasoning, powerful invective or flashing wit than used to be displayed in the humble, inconvenient and ill-ventilated brick edifice which stood at the foot of the Farnam street hill until 1885, may well be doubted.

JAMES W. SAVAGE.

JAMES M. WOOLWORTH.

Among the crowd of bright and ambitious young lawyers who were attracted

to Nebraska in its early days, there was no one who has been so thoroughly identified

with the legal history of the territory and state, so constantly engaged in laborious practice and so successful in its prosecution as the gentleman whose name heads this article. Mr. Woolworth was born in 1829, in Onondaga Valley, New York. The family name is a very old one. It remains in some of the rural parts of England. In Wales is an old church dedicated to St. Mary Woolworth, and formerly there was one in London bearing the same name. In recent years it has been taken down. The name was brought to this country by two brothers, Chester and Aaron, and these have been family names ever since. They settled in Connecticut, and in the early years members of the family lived in different towns of that state and Massachusetts. The immediate descendants of Chester Woolworth lived at Westfield, in the latter state. From this branch came Aaron Woolworth. His grandson, James M. Woolworth, has his diploma from Yale college, dated 1793, conferring the B. A. degree upon him, and also his diploma from Princeton, dated in 1812, conferring the degree of D. D. He was an eminent Presbyterian clergyman. Dr. Woolworth married Mary Buel, the daughter of the Rev. Samuel Buel, D. D., another eminent minister of the same faith and at one time chaplain to Washington in the Revolutionary war.

Mr. Woolworth was the second son of Samuel Buel Woolworth, LL. D. The life of this man was devoted to the cause of public education. He was a teacher in early life, and almost every town in New York sent its sons to his school, known as Cortland academy, at Homer, in that state. For some years principal of the

State Normal school at Albany, he became secretary of the board of regents of the University of the State of New York. He held this office for more than a quarter of a century, and in that and other positions did more, perhaps, for the cause of education in that commonwealth than any other one man. His name is held in Albany in most grateful remembrance.

Mr. Woolworth's mother was Sophia Meckles, who came of an old Dutch family. She was a woman of great refinement, culture and beauty. Those who still remember her delight to speak of her grace and loveliness. The son, inheriting the literary and scholastic tastes which distinguished the father, entered Hamilton college, from which institution he graduated in 1849. Betaking himself to the study of law, he was admitted to the bar in 1854, and commenced the practice of his profession at Syracuse, in his native state. But the west, with its boundless possibilities, presented too tempting a field to permit him to remain long in the city of his first adoption, and he came to Omaha in October, 1856. The following extract from an address delivered by him in 1879, before the Historical Society of Nebraska, may be to some extent unconsciously biographical. He is speaking of the tendency to emigration in English-speaking races:

"Doubtless the charm of adventure is something; the mere fact of removal is something. The exchange of familiar and therefore tame scenes and companionships for other lands, other seas, other skies and other air, strangely quickens, freshens and stimulates the pulses, sensations, thoughts, emotions and aspirations.

This is a common experience, and touching the universal fact is something; and yet it is inadequate to account for the sacrifice of so much that the heart loves and for the endurance of so much that the heart revolts from.

"The American has certain qualities of the Roman of ancient and the Briton of modern times—tenacity of purpose, love of dominion and an aggressive egotism. Like them he is fitted by nature for foreign enterprise. And these qualities with him are enlivened by vivacity, sensibility, emotion; he, far more than they, delights in adventure. The risks, the struggle, the promise, the freedom of colonial life have for him, even more than for others, a charm and an attraction." . . .

In Omaha, Mr. Woolworth took, at the very outset of his career, a leading place in the administration of the law, which he has maintained to the present day. One controlling element in his success has been his entire devotion to his business, and the firmness with which he has resisted all the allurements of political life and the temptations of public office which a new country holds out in such profusion to young men of ability. With the exception of a seat in the state legislature at one session (perhaps hardly to be considered an exception), all the offices held by him have been directly in the line of his profession. Thus he became the first city attorney of Omaha soon after his arrival, was a member of the Constitutional convention of 1871, became the candidate of the Democratic party in 1873 for the office of justice of the supreme court, was one of the first regents of the high school, a trustee of Racine

college in Wisconsin and of the female seminary in Omaha known as Brownell hall.

None of these positions have been allowed to interfere with Mr. Woolworth's entire devotion to the interests of his clients; and it may truthfully be said of him that no attorney in the state of Nebraska has represented so many and such varied interests, and has been employed in so many and important lawsuits, as he. It is not too high praise of him to say that no other person in the state has taken so large a part in shaping its jurisprudence and establishing its procedure. Students of 'Nebraska Reports' cannot fail to notice that there is hardly an important case reported in the first volume of the series in which Mr. Woolworth was not engaged on one side or the other. And the variety of questions argued is no less remarkable than their number. In *Mattis vs. Robinson* the law of landlord and tenant was discussed; the *City of Brownville vs. Middleton and Miller vs. Finn* involved important questions of practice; *Smiley vs. Sampson and Towsley vs. Johnson* were cases in which the laws of the United States relative to preëmptions were passed upon; *Bradshaw vs. the City of Omaha*, *Poland vs. O'Connor*, *Sands vs. Smith*, the *Columbus company vs. Hurford* and *McAusland vs. Pundt* required the investigation and decision of multifarious questions relating to contracts, real estate, agency, specific performance, practice, taxation, constitutional interpretation and others; in all of which, Mr. Woolworth's ability, learning and close study are conspicuous.

Still more convincing evidence of his

industry and thoroughness is to be found in the 'Reports of the United States Supreme Court' for the past twenty-five years. To the bar of that court he was admitted in 1862, and since that time has argued more cases before it than any other counsel west of Chicago. Some of the leading ones, involving questions of first impression, are as follow: *Sampson vs. Smiley*, 13 Wallace, 91; *Johnson vs. Towsley*, 13 Wallace, 72, both on the law of the public lands; *Flagstaff Mining company vs. Tarnet*, 98 United States, 463, on the law of mines and the location of mining claims; *Union Pacific railroad vs. Durant*, 95 United States, 576, on the law of trusts and the fiduciary relations of corporation officers; *Wardell vs. Union Pacific railroad*, 103 United States, 651, on same subject; *Walden vs. Knevals*, 114 United States, 373, on the law of land grants to railroad company; *Union Pacific railway vs. Penniston*, 18 Wallace, 5, on the taxation of road-bed of company; *Hunnewell vs. B. & M.*, 22 Wallace, 465, on taxation of lands granted by United States to aid construction of railroads; *United States vs. B. & M.*, 98 United States, 334, construing grants to railroads; *Union Gold Mining company vs. Rocky Mountain National bank*, 96 United States, 640, on the corporate powers of National banks; *Lamasters vs. Keeler*, 123 United States, 376, on the extent to which state laws are adopted into the practice of the Federal court.

The great diversity of his professional engagements is shown by a singular circumstance. Within a period of ten days he argued before the supreme court at Washington the case of the Union Pacific

Railroad company against Penniston; before the United States circuit court at Omaha the case of Hunnewell *vs.* The Burlington Railroad company, and of Wade *vs.* The Omaha Hotel company; and before the territorial court of Utah at Salt Lake the case of Davis *vs.* The Flagstaff Mining company.

A life of such laborious effort will never be complete and healthy without abundant recreation. This Mr. Woolworth finds first, in literary studies and pursuits, and second, in his thorough devotion to the Episcopal church. Chancellor of the diocese of Nebraska, for nearly thirty years a vestryman of Trinity, a lay delegate to the general convention of the church, member of the committee on revision of the liturgy, he is, by common consent, the most influential and useful layman that that church possesses in Nebraska. Mr. Woolworth was chosen in the vestry of Trinity church at its first Easter election in 1857, and with brief intervals remained a member of it until the summer of 1885, when he resigned. For seventeen years of this time he was its senior warden, and took upon himself the active care of its affairs. During his term of service the parish was elected into a cathedral, the principles and the details of the larger organization having been formulated by him.

He has been greatly consulted by the bishops of other dioceses in the organization of their cathedrals. During his service as senior warden of Trinity, the present cathedral structure was erected. He had more to do with the work than any other person. Every one of the beautiful articles of furniture with which

the church is filled were designed by the architect under his eye, and many of their striking features were his suggestions. He and his immediate family contributed to it a number of beautiful memorials. He erected the altar and reredos to the memory of his first wife. The panels of the altar are five in number and are filled with bas-reliefs in bronze, illustrative of scenes in our Lord's life. The bishop's throne and the annexed stalls, and the dean's and canon's stalls, were gifts of members of his family.

His work on 'The Cathedral in America' is a charming contribution to a subject but little understood outside of the pale of the church, and his occasional addresses upon matters of Episcopal polity are replete with profound learning and interesting information. His addresses, essays and lectures upon general subjects have been very numerous. Beginning in 1856 with a hand-book of Nebraska territory, his last work was an address before the American Bar association, at its annual meeting in Saratoga, in 1888, when he chose for his theme, "Jurisprudence Considered as a Branch of the Social Science." Between these dates he has written, compiled and published books and articles upon many topics. Among them may be mentioned the first two volumes of 'Nebraska State Reports,' two volumes of 'Circuit Court Reports of the Eighth Judicial Circuit of the United States,' addresses before the State university, the Bar Association of Nebraska; before the Nebraska State Historical society, on "The Philosophy of Emigration;" before his *alma mater*, Hamilton college; before the Iowa University Law school, the Iowa

State Bar association and at the commencement of Hobart college. He is now understood to be engaged upon the biography of the late Rt. Rev. Dr. Robert H. Clarkson, bishop of the diocese of Nebraska, whose long and successful career among the people of the state, whose generous and tolerant religion, graceful scholarship, quick sympathy and unselfish love for mankind will furnish a fitting theme for his appreciating pen.

In the year 1875 Racine college conferred upon Mr. Woolworth the degree of LL. D. His style is concise, scholarly and polished in a high degree. His arguments in equity cases and before appellate tribunals are marked by profound learning, extensive research and logical arrangement rarely surpassed by counsel. Books are his delight; his law library is extensive, and especially rich in the works of English authors and reporters, while his collection of miscellaneous books comprises many rare editions, illustrated treasures, splendidly bound copies of English and American classics. His extensive practice in cases involving immense property interests, with corresponding emoluments, together with the rise in value of Omaha real estate, has assured to him a comfortable fortune, which his generous mode of living and his profuse benefactions to charitable objects have never been able to seriously impair. He has been twice married—his first wife having been Miss Helen M. Beggs of Syracuse, New York, and his second, who still graces his home, Miss Elizabeth S. Butterfield of Omaha. Of these unions three children survive. His large practice and engrossing cares have not debarred

him from the enjoyment of cultured society. In his elegant residence on St. Mary's avenue he has long exercised and still indulges a refined hospitality, which is alike alluring to the transient guest and to those who enjoy the privilege of his constant companionship. He enjoys the

early history of Nebraska. In the hall of his residence is a large mantel made of brick, stone and wood taken from public buildings, all long since extinct, which were built before or shortly after the territory was organized.

JAMES W. SAVAGE.

JOHN M. THURSTON.

The subject of this sketch was born in Montpelier, Vermont, on the twenty-first day of August, 1847. His family, on his father's side, was descended from John Thurston, who came from Suffolk, in England, and settled at Dudham, Massachusetts, in 1636. There were three Thurstons who arrived in New England at about the same time and are supposed to have been brothers. From them have descended almost all of that name now living in the United States.

His mother's name was Ruth Mellan. Her family originally came from Ireland. They were among the first settlers of what was then known as the "Hampshire Grant," which is now the state of Vermont. His grandfather, John Mellan (after whom the boy was named), and his brother Thomas were in the battle of Bennington, under Stark. His grandfather Thurston was in the War of 1812, and his father was also in the Revolutionary war.

The name of John's father was Daniel Sylvester Thurston. He was one of a large family born in Orange, Vermont. One of his brothers, Elisha Thurston, worked his way through college, took up educational pursuits, was professor in different colleges, and at one time was state

superintendent of instruction in Maine. About the time of the commencement of the Kansas troubles he moved to Kansas, engaged in the practice of law, was very active on the side of the "Free-soilers," and at the time of his death was mayor of Manhattan, Kansas—that was about 1860.

The father of John was, for the most of his life, a farmer. For a few years prior to his leaving Montpelier, where he was living, as we have seen, when the son, John Mellan, was born, he was engaged conducting a tannery, and for some two or three years was a member of a mercantile firm. In 1854 he moved to Madison, Wisconsin, residing there for about four years, when he removed to Beaver Dam in that state. He was a man of very strong natural ability, taking a very active part in all public affairs; and is said to have been a very forcible and direct speaker, although he rarely took part in public discussions. On the breaking out of the War of the Rebellion he enlisted in the First Wisconsin cavalry. He was at that time fifty-four years of age. His enlistment was as a private soldier and was made prior to the organization of the regiment, but with the understanding that he was to receive the appointment of regimental

wagon-master. Before the regiment left the state, however, he received a commission as second lieutenant of the Seventeenth Wisconsin infantry—generally known as "the Irish Brigade"—and assisted in recruiting a company for that regiment. Prior to its leaving the state the regiment went into winter quarters, late in the fall of 1861, at Madison, Wisconsin, and was there overtaken by severe storms before it was provided with the necessary shelter. Owing to this exposure he was attacked with congestion of the lungs, and just before the regiment left the state he was carried to his home at Beaver Dam on the supposition that his illness would be necessarily fatal. One of his last acts before being taken home was to sign his resignation so that an active officer could be appointed in his place to take the field.

Recovering from his illness in the summer of 1862, the father again enlisted in the First Wisconsin cavalry as a private soldier, and with his regiment participated in its campaign against the guerillas of Missouri, until the spring of 1863, when he was brought back from the Missouri wilderness in a dying condition, living only a few days after reaching home. His family at that time consisted of three married daughters, the son, John Mellan, and a younger sister who soon afterwards died. The mother was left almost wholly without means and John was soon compelled to commence working on his "own hook" in order to help her and himself.

John took up almost anything he could find to do to make fair wages. Every summer from the time he was fourteen years of age until he was twenty-two he

worked through the Wisconsin harvests, and during the fall went as one of the hands of a threshing-machine, being employed at about thirty dollars a month.

During the winter of 1865 he was in Chicago; he was then seventeen years old. He went there to accept a place as driver of a horse and wagon for the wholesale fruit and fancy grocery store of Matthew, Groff & Co., then located on South Water street, just west of Clark. He received ten dollars per week, out of which he paid his board, but after working a year he discovered that he was no better off than when he commenced, except for the fact that he had a new suit of clothes, which he did not have at the commencement of the year.

He then returned to Beaver Dam and for three winters engaged in fishing through the ice, employing a number of boys to fish for him on shares, he furnishing the necessary outfit, and he also drove a team over the lake twice a week, buying up fish, all of which he shipped to the Chicago market and did quite a profitable business, one winter clearing nearly a thousand dollars. During this time he attended the public schools of Beaver Dam a part of the year and found no difficulty in keeping up with his classes, although the greater portion of the year he was out of school.

After his return from Chicago in the spring of 1866, he left the public school and entered the institution at Beaver Dam then known as "Wayland University," and which, at that time, had a full preparatory and collegiate course. This was a Baptist institution, kept alive by the Baptist Society of Wisconsin, and

was, in fact, a very good school. He remained in this institution until it was discontinued on account of failure of funds. This was in the summer of 1868. He had managed to attend school about half of each school year, and had kept up with his classes while out, so that at the time the "University" broke up he was within one year of completion of the full collegiate course. This ended his school education.

When the school closed the young man entered the law office of E. P. Smith, an eminent attorney of Wisconsin, now of the Milwaukee bar, but who was, at that time, practicing in Beaver Dam. On the twenty-first day of May, 1869, he was admitted to the bar after examination in open court by the Honorable Alva Stuart, circuit judge in Portage, Columbia county, Wisconsin.

After being admitted to the bar, Mr. Thurston worked through the balance of the summer, first taking a contract to put up several miles of board fence on a large farm near Beaver Dam. As soon as the harvest opened he worked binding grain through the harvest and then got ready to start for the west; but he knew no one in all the western country. He took the map, looked it all over, and for a long time his choice wavered between Kansas City and Omaha. He finally decided in favor of the latter place, largely for the reason that it was in the state from which it seemed perfectly evident its business was largely to come, while Kansas City was in the western part of Missouri, where its commercial and other relations would necessarily be more identified with Kansas affairs.

Mr. Thurston arrived in Omaha on the morning of October 5, 1869, together with Herman E. Luthe, now a successful attorney of the Denver bar, it being their design to commence the practice of law together. It is generally the popular belief of young attorneys that they ought to associate themselves together when they go into a new place for the purpose of commencing the practice of law. At the time they reached Omaha, Mr. Thurston had about forty dollars left after having paid his expenses to that place. The very first day of their arrival he walked into the justice's office of William H. Morris, now judge of the Fifth Nebraska district, and asked him if he knew of a place where two young lawyers could get cheap office room. Mr. Morris said he did not, but that they could put up a desk in his office if they wished and were willing to pay ten dollars a month for the privilege. Mr. Thurston immediately paid him the ten dollars out of his forty, and they moved in an old desk which had been shipped so as to be in Omaha by the time of their arrival. Then, theoretically, they commenced the practice of the law. This was in a large room in the old Visscher block, where the Millard hotel now stands. This room was occupied by Judge Morris as a justice's office, by William Kidd as an employment office, and by the law firm of "Thurston & Luthe."

But the young lawyers very soon discovered that where there is not business enough for one to live on two must necessarily starve if they attempt to divide it between them; and Mr. Luthe, who had married a wife just before leaving Wiscon-

sin and brought her with him, quit the practice temporarily and went to work in the Union Pacific shops as a machinist. The law firm was thereby dissolved, and Mr. Luthe, after working through the winter, sent his wife back to Wisconsin while he "went west" to Denver, where he eventually succeeded in taking high rank in his profession.

Mr. Thurston stuck to his office both theoretically and in reality, sleeping on the floor of the office nights, and using for bedding some bed-quilts and a buffalo robe which he had brought from home, and which in the morning were rolled up and hid away in the corner of the office. During this time, as Judge Morris will very vividly remember, he was reduced to the necessity of living for many considerable intervals of time on the satisfactory but not varied diet of crackers, which he felt very lucky in being able to buy from time to time by the box at wholesale price from the grocery store of Burleigh, then in Caldwell block.

He struggled along with the varying success attendant upon the similar efforts of other young men in the profession until the fall of 1871, when Judge Morris resigned his position as justice of the peace and Mr. Thurston was appointed by the county commissioners of Douglas county to fill the vacancy. In the meantime Morris and he had removed to Caldwell block, where they had an office consisting of two rooms instead of one; and after Mr. Thurston's appointment as justice the situation was reversed: the last-mentioned filled the judicial chair, while Morris took possession of the law office.

Mr. Thurston continued to practice law

and ran his office as justice until about the spring of 1873, when he resigned to form a law partnership with Honorable Charles H. Brown. In the meantime, in the spring of 1872, he was elected member of the city council of Omaha from the Third ward, which position he filled for two years, being chairman of the judiciary committee of the city council and acting president of the body.

In the spring of 1874, at the expiration of his term as alderman, he was appointed city attorney by the then newly elected mayor, Honorable C. S. Chase, which position he filled until the summer of 1877, when he resigned it to accept the position of assistant attorney for the Union Pacific Railway company, under Honorable A. J. Poppleton, general attorney of the same. On Christmas day, 1872, Mr. Thurston was married to Martha Lydia Poland, a most estimable lady, daughter of Colonel Luther Poland of Omaha. His wife's family were also from Vermont, her father's brother having been the late Honorable Luke P. Poland, who was for many years chief-justice of that state, also United States senator and representative in congress for many years.

The first child of Mr. and Mrs. Thurston, a son, Charles P., was born February 7, 1874; the second, a son, Frank P., was born August 4, 1877. They both died of diphtheria in the early winter of 1880, after an illness of only a few days. The third child, and the eldest now living, was born on the twelfth day of March, 1880, named Clarence Luther Thurston. There are also two daughters; one, Grace P., was born April 20, 1883; the other, Jeanne M., was born August 23, 1885.

For the past twelve years Mr. Thurston has been prominently connected with the greater number of the most important cases tried in Nebraska. Early in the spring of 1877 he was employed by the governor of Nebraska, under an act of the legislature, authorizing him to employ an attorney for the purpose of prosecuting in the case of the State of Nebraska *vs.* Ira P. Olive in what was known throughout the west as the "great man-burning case." Olive and others who resided in Custer county were charged with having taken Mitchell and Ketchum and having hung them in the wilderness of that unsettled country, and they were found not only hung, but burned up as well. The trial created great excitement at the time, and was participated in by the greatest lawyers of the state. The cattlemen of the west took up the matter for Olive, and for a long time there was great excitement and grave apprehensions that there would be a bloody time at Hastings, where had gathered hundreds, even thousands of cow-boys, many supposed to be from Texas, for the purpose of rescuing Olive and his associates. Mr. Thurston was given the post of honor in the trial and made a closing argument for the state. Olive was convicted of murder in the second degree and sentenced to the penitentiary for life. He afterwards was released on decision of the supreme court to the effect that the laws had been so "bungled" that prosecution for crime committed in Custer county could not be had in any other county, and there was no provision of law for prosecution in Custer county.

Among other notable trials in which

Mr. Thurston has participated was a case prosecuted in York county, where two persons were arraigned for the killing of William H. Armstrong. This was a case attended by the most romantic circumstances. It grew out of a runaway match between one of the defendants and the daughter of William H. Armstrong, deceased. The trouble took place in the presence of the young woman, who was at the same time the daughter of the man killed and the wife of one of the men who participated in the homicide. Mr. Thurston was leading counsel for the defence, and after a most exciting trial the defendants were acquitted. The somewhat noted Henry Clay Dean was brought into the state by the friends of the deceased and conducted the prosecution.

Mr. Thurston has also taken a leading part in a number of other more or less celebrated murder trials in Nebraska, and together with Honorable James W. Savage defended John W. Lauer, whose trial in Omaha, some two years since, for the killing of his wife, is still of recent memory.

Since accepting the position of general attorney of the Union Pacific Railway company, the duties of which office Mr. Thurston assumed on the first of February, 1888, he has retired from the general practice of the law, as the business of this system, which is now all under his supervision, occupies his entire time and attention.

In 1880 Mr. Thurston was one of the Presidential electors from Nebraska and was electoral messenger. In 1884 he was delegate-at-large to the Republican National convention held in Chicago, and was chairman of the Nebraska delegation

at that convention. He participated in the debates of the convention and seconded the nomination of John A. Logan for vice-president.

Of the last Republican National convention (that of 1888) Mr. Thurston was a member. "Mr. Thurston," says a recent published statement, "has long been known as an able lawyer, but it was not until the assembling of the late Republican National convention in Chicago, when he was made the temporary presiding officer, that he achieved a National reputation as an impressive orator. His speech delivered upon that occasion was one of great power, and elicited rapturous applause from the vast multitude present. Indeed, he was accorded at its close an ovation such as few speakers ever receive. He has a strong, clear, penetrating voice, and every word is uttered with the utmost distinctness, and at no time is there any hesitation in his speech for the want of a proper term to express his meaning. His command of language is very unusual, while grace and polish mark every sentence. Added to these accomplishments is a splendid presence, which at once stamps him as a man of much more than average character, and as a leader of men instead of a follower.

"The record Mr. Thurston has made thus early in life is one not often met with. He has not attained his present great legal eminence on account of favoring circumstances, but it is clearly the result of natural ability and close application to his profession. While he has always taken an active and personal interest in political affairs, he has been thoroughly devoted to the law, and has made everything else

subordinate to its pursuit. . . . During the recent political campaign Judge Thurston appeared in various parts of the country in the interest of the Republican party, and everywhere met with a cordial reception from the people, and strengthened his great reputation as an orator. On the night of Wednesday, October 17, he addressed the largest audience ever assembled in Chicago up to that date to listen to a political speech. Five thousand ladies and gentlemen were crowded into Battery D, and for two hours he held the vast assemblage as eager listeners to his splendid eloquence. The verdict of the Chicago press was that Judge Thurston has but few equals in this country as a finished orator."*

Mr. Thurston's family and ancestors have all been firm believers in the orthodox religion. He is not a member of any church organization, but is a very earnest believer in the general tenets of the Christian faith. Two years ago, at the Chautauqua assembly in Crete, Nebraska, he delivered an oration during the day set apart and called "Lawyers' Day," on the subject of law and religion, in which he took the strongest possible ground in favor of the Christian belief, which asserts the existence and unity of God, the resurrection and immortality of the human soul and the atoning power of our Savior's crucifixion.

There is at present quite a movement on foot, originating with Mr. Thurston's friends in Nebraska and in many other states and territories, to secure

* See *Frank Leslie's Illustrated Newspaper*, for November 10, 1888.

him an appointment in the cabinet of President Harrison. He has, however, declined to take any action with respect to this matter and is not a candidate in any sense of the word, and of course he is not looking forward to that or any other political preferment.

In the fall of 1875 Mr. Thurston was nominated by unanimous choice as the Republican nominee for judge of the Third judicial district of Nebraska, in which district Omaha is situated, but was defeated at the polls by Honorable James W. Savage by a small majority. The subject of this sketch is generally called "Judge." This is not because he ever held a judicial position, but it is presumed his friends thought when Judge Savage got the office that his opponent was at least entitled to be called by that brevet name.

It hardly need be said that Mr. Thurston is a lawyer of the first-class. In consultation he withholds his opinion until in possession of all the case, and he has looked at it from every side. He quickly comprehends the views of others and approves of them generously or calmly develops his objection to them. He does not indulge in much debate. Having reached his own conclusions he expresses himself shortly and decisively. His power and skill in the trial of cases to juries are remarkable. He sees the case in all its aspects, appreciates the character of the witnesses and how their testimony impresses the jury. His examination and cross-examination of witnesses is direct, simple and fair. A willful witness soon

finds that a firm, quiet hand is upon him, and he soon yields to its moral power. In his addresses to juries, when there is occasion, he is impassioned and persuasive, displaying the most efficient power of the real orator. For this service he has a genuine fondness. However severe the strain, he delights in the exercise of this power as well before the numerous assembly as a jury of twelve men.

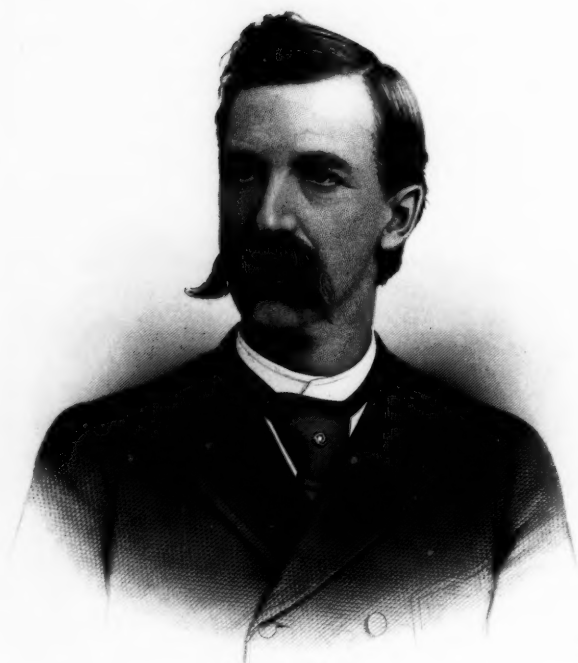
He is very frequently called upon to speak in behalf of public charities and interests, and before moral, social, literary and political societies, and responds with pleasure, and always delights and instructs. Among his fellow-citizens throughout the state, but especially in the city of his home, he is held in the highest esteem as well on account of his elevation and simplicity of character as on account of his generous public spirit.

A manly, loyal, affectionate spirit, he enjoys to a most remarkable degree the devoted love of his friends. They are many who are willing to administer to his fortunes. Besides these multitudes there are some who are nearer to him, whom circumstances or personal relations have brought into the inner circle of his affections, whose devotion is never weary or relaxed.

It is most reasonable to expect that Mr. Thurston—still a young man—will fill one of the high places in the land. If he does he will bring to the service of the country a loyalty, a devotion, a wisdom, whose value is above riches.

CONSUL WILLSHIRE BUTTERFIELD.

1800



Biography of William Cornell

W. J. Cornell

VERMONT

WILLIAM J. CONNELL.

Intelligence, energy and perseverance constitute the capital of many young men of our country who start in life otherwise comparatively poor. Although unaided by wealthy friends or relatives, they make their way by progressive steps until frequently fortune and fame await them. They are self-made men, and are to be found in all large communities. One of these is William J. Connell, a resident of the city of Omaha. He is a Canadian by birth, having been born in Cowansville, Province of Quebec, about thirty miles from the northern boundary of Vermont, on the sixth of July, 1846.

The father of William—the Rev. David Connell—was a Congregational minister, who, in the year 1856, after doing efficient work at Cowansville in the little church there founded by him, removed with his family to Schroon Lake, a small but beautiful town among the Adirondacks, in the northern part of the state of New York. Here the subject of this sketch—the eldest of the minister's family of eight children—spent his boyhood days, attending school and enjoying the hunting and fishing for which that country is famous. At the age of seventeen years, after having received an academic education, he obtained a clerkship in a large grocery house at Springfield, Massachusetts, where he was employed for two years, when he went to St. Johnsbury, Vermont, to take charge of and close out the mercantile business of one then lately deceased. This occupied his time and attention for about a year, when being seized with the "western fever," he purchased a ticket

direct to Omaha, where he arrived on the tenth of April, 1867.

The young man did not go west to squander his time. He was willing to do any kind of honorable labor, and gladly accepted a position with Tootle & Maul, a dry goods firm. However, routine work in a store proved rather irksome to one having an ambition for a higher calling. He sought, therefore, a more intellectual field, finally deciding to read law. He began the study first in the law office of B. E. B. Kennedy, afterwards continuing his reading with Champion S. Chase and subsequently with J. M. Woolworth, in Omaha, being admitted to the bar in 1870, and engaging thereafter in the practice of the law in the same city.

In 1872 Mr. Connell was elected district attorney for the Third judicial district of Nebraska, which then comprised ten counties, including Douglas and Lancaster, and was reelected in 1874. As prosecuting attorney, he was efficient and successful, and he made for himself a record of which he has good reason to be proud. Retiring from his office, he devoted himself to his profession generally, in which he proved as capable as he had been in the prosecution of criminals. He was appointed in April, 1883, city attorney of Omaha, and held the office for four years. At the time of his entering upon this office, Omaha was commencing a general system of public improvements, involving the levying of special taxes to a large amount. This met with strong opposition even from prominent property holders, though it is now difficult to realize

that fact. In those days much depended upon the character of the man who accepted the place of city attorney. A narrow-minded man would have committed the public interests to a narrow-minded policy, from the effects of which the city would not have recovered for years, if at all. Fortunately, Mr. Connell was the opposite. Energetic, enterprising and of broad views, he was the very man for the place, and the transformation of what was really a village into the city is due, in a large measure, to his influence. He saved Omaha hundreds of thousands of dollars by his successful defence of suits for damages, and by his sound legal advice on important questions. He mastered all the details of the city government, learned its needs and what was necessary to give it progressive tendencies. Through this experience he obtained the requisite information which he had incorporated into a new charter under which most of the public improvements which have wrought such wonderful change in the city have been made.

Mr. Connell takes a comprehensive view of every subject presented to him, and is recognized generally as a man of generous ideas and an uncompromising believer in the great future of Nebraska. His distinguishing trait at all times, whether in office or out, is his vigilant protection of the rights of the people against the encroachments of corporations. Gas companies, railroad corporations and all similar institutions were compelled by him during his term as city attorney to pay due homage to the law, and through his exertions on many occasions rights of the public, which otherwise would have

been wrested from them, were preserved and corporate intriguing baffled. In these efforts he has convinced everyone that he was sincere. Evasion of the payment of taxes by railroads, unauthorized construction of their franchises, giving them rights not granted, and such invasions of the people's reserved rights have been combated by him.

On the twenty-fourth of September, 1872, Mr. Connell was married at St. Johnsbury, Vermont, to Mattie Chadwick. They have had five children—Helen, Ralph S., Karl A., Marion and Hazel—all of whom, except the first mentioned, are living. The home of the family—"Hillcrest"—is one of the most beautiful and sightly in Omaha. In his business undertakings Mr. Connell has been very successful, accumulating a handsome fortune, but at the same time, he is a public-spirited and liberal man. He has advanced steadily in his profession, until he is now ranked among the foremost members of the bar in Omaha and in the state.

Mr. Connell, in politics, is a Republican. "His reputation is that of a persistent fighter, whether in the practice of his profession, or as the leader of a political faction, or as the champion of any cause in which he may be interested." As a parliamentarian, he has few superiors.

In the fall of 1888 he was nominated by the Republican Congressional convention of the First congressional district of Nebraska, as candidate for congress, and was elected by a plurality of 3,407 over his Democratic competitor. In view of the fact that the First district, composed of eleven counties, two years before gave the Democratic candidate for congress

M70U



Reynolds and Western History

Leopold Savary

LOAN

over 7,000 majority, this may be properly called a political revolution. Mr. Connell's constituency, comprising 66,057 voters, numbers not less than 365,000

people. This is one of the largest constituencies any man has ever represented in the lower house of congress.

CONSUL WILLSHIRE BUTTERFIELD.

JAMES WOODRUFF SAVAGE.

The subject of this sketch comes of a distinguished historical family. The name was brought to this country by his paternal ancestor, Thomas Savage, who landed from England in 1630, and afterwards married Faith, daughter of Anne Hutchinson. The name of this woman is familiar to every reader of colonial history. She was the famous religious enthusiast who founded the Antinomian sect of New England. On her mother's side she was a second cousin of the poet Dryden. In 1634 she came to Boston, Massachusetts, to enjoy the preaching of John Cotton. Here she instituted meetings of women for the discussion of doctrinal questions, and her influence created a powerful faction and led to public disturbances. She was banished to Rhode Island and afterwards removed to New Amsterdam, where she was murdered by the Indians in 1643. Very eminent men of that day, among them Sir Henry Vane and John Cotton, were favorably inclined to her doctrine. Those who are curious to know more of her than can be given here, will find a brief notice of her in 'Bancroft's History,' Vol. I., pages 388-91.

We have not space to trace the descent of the name through generations always distinguished in the annals of

New England. The father of our subject was Rev. Thomas Savage, a minister of the Presbyterian denomination, who died in Bedford, New Hampshire, in 1866, having been pastor of the church in that place for forty years.

Judge Savage was born February 2, 1826, in Bedford, New Hampshire. His early life was passed in a farming community. Its quiet and simple conditions were favorable to the formation of an ingenuous character. At the same time they were not rude. In the home of his youth there were the gravity of a minister's household, the sober faith and devout life of Christian parents, and the books and the learning and the culture of educated gentle people. The seeds then planted have borne good fruit.

In September, 1841, James entered the Phillips Andover academy, and, after having been well taught at home, he began his preparation for college. In August, 1843, he entered Harvard, whence he graduated B.A. in 1847. His rank was seventh in his class. The triennial catalogue of Harvard university bears the names of fourteen of his family.

Among his classmates were many who have rendered distinguished services to the church and the state. We may mention here Edward Tuckerman, the eminent botanist; Dr. Charles Gilman

Smith of Chicago; Dr. Richard M. Hodges of Boston; Charles Allen, one of the justices of the supreme court of Massachusetts; John B. Felton of San Francisco; William C. Endicott, secretary of war, and Rev. Charles H. Lowe, late secretary of the American Unitarian association.

Immediately after graduating, Mr. Savage went to St. Simons island, which lies just off the coast of Glynn county, in Georgia, and belonged in large part to the estate of the Honorable T. Butler King, then a representative in congress. He was private tutor to the children of this distinguished man until July, 1848, when he returned to the north. In September of that year he was entered a student-at-law in the office of the Honorable Origin S. Seymour, at Litchfield, in Connecticut, who was his relative. At that time Mr. Seymour was a distinguished lawyer in large practice. He was afterwards governor and a judge of the supreme court of Connecticut, and took an active part in politics as a Democrat. In order to support himself while prosecuting his law studies, in the winter of 1848-9 Mr. Savage taught a private school. In October of the next year he removed to New York city, where he continued his studies in the office of George Wood. This gentleman was at that time at the head of the bar of the state of New York. His name may be read very often in the state and Federal reports as counsel in the greatest causes.

On the twelfth of February, 1850, Mr. Savage was admitted to the bar in New York city, and entered the office of his

cousin, the Honorable Lewis B. Woodruff, as managing clerk. Judge Woodruff at that time held high rank in the profession and his office was full of heavy business. He was a most amiable gentleman and took a deep and affectionate interest in his young kinsman. In 1850 he was elected judge of the superior court of New York, and in 1866 was promoted to a seat on the bench of the court of appeals, from which position he was removed to the office of the circuit judge of the United States for the second circuit. The exclamation is natural, How fortunate were the circumstances of the early life of Mr. Savage! Above all, he had before his eyes the example of eminent lawyers and the best men; and he felt in great measure the influence of the highest professional character.

When Judge Woodruff entered upon his most useful and distinguished judicial career, his clerk commenced the practice of his profession for himself, and continued at the bar of New York city until the breaking out of the war in 1861. It was no mean sacrifice he felt himself called upon to make for his country. He had good reason to hope for professional success in the great city, for he enjoyed associations and connections sure to bring him many and valuable engagements. Nor did he feel the assurance of high rank in the army, which stimulated the ambition of many young men. Reared in the school of the best Democrats, he valued far more than his own interests the Union which Andrew Jackson, in another juncture, had declared "must and shall be pre-

served." It is a part of the unwritten, the silent history of those days of doubt, that the fervor of patriotic emotion and the spirit of self-sacrifice animated the youth of the country.

On the twenty-first of July, 1861, Mr. Savage was commissioned a captain in the regular army and assigned as aid-de-camp to the staff of General Fremont, and in the October following he was promoted to be major. In March, 1862, he was again promoted to be lieutenant-colonel. In December, 1863, he resigned his commission in the regular army and was mustered in as colonel of the Twelfth New York Volunteer cavalry.

He served until the close of hostilities, and on the fifth of August, 1865, was mustered out with his regiment.

Surely that is a happy country which can fill the ranks of her army with men of education and spirit, who will not lay down the sword until her cause is won and her honor vindicated. As long as she has such sons, however dark the clouds, the glory of the day is sure.

After retiring from military service, Colonel Savage spent a year in travel. On the eighteenth of April, 1867, just after Nebraska had been admitted to the Union, he removed to Omaha and resumed the practice of his profession. I remember him well as he was at that time—well-knit, vigorous, of dignified mien and gentle manner; a bright spirit and a kindly speech were his, so that at once friends gathered around him, and through all the years and contentions which have passed since then, he has held them to him.

Colonel Savage at once took a high

rank at the bar, many of whose members have attained enviable places in the country. In 1869 he became associated in practice with the Honorable Charles F. Manderson, now United States senator from Nebraska, under the style of Savage & Manderson.

The public esteem in which he was held is shown by the repeated calls of his fellow-citizens for his services.

In 1870 he received the nomination of the Democratic party for member of congress, but was defeated by the Honorable Lorenzo Crounse.

In 1873 the legislature elected him regent of the State university, which office he held until it was made elective by the constitution of 1875.

In November, 1875, he was elected judge of the Third judicial district, and in 1879 was reelected to the same office for another term. The district was largely Republican, and his election both times by large majorities bears emphatic testimony to the esteem in which he was held and the value of his judicial services. He had the best qualities of a good judge—a vigorous administration, conscientious impartiality, a quick apprehension and a strong native sense of justice. The business of his district very largely exceeded that of any other in the state; but fewer of his judgments were carried to the supreme court for review than those of any other judge. That court seldom reversed him.

The severities of his office compelled him to resign it before the expiration of his term, his health having become seriously impaired.

In 1883 he resumed the practice of the law. With great experience he was able to bring into the service of his large clientage wisdom, skill and abundant learning.

A vacancy occurred at this time in the chancellorship of the State university. The position was offered to Judge Savage and the friends of the institution pressed upon him the acceptance of it with great urgency. They felt that he had the wisdom to guide it through the troubles which then surrounded it, and bring it to that measure of success and service which other western state universities enjoy. Nor did he in any measure underrate the dignity tendered him, nor what a fit man could do in it; but greatly to the disappointment of all who hoped for good things of the young institution, he felt himself constrained to decline the honor.

At the November election, 1883, he was a candidate for judge of the supreme court on the Democratic ticket, but was defeated by 4,250 votes when the Republican majority in the state was five times that number. He has been one of the trustees of the Omaha Public library since 1881, and is a trustee of Bellevue college. In July, 1885, President Cleveland appointed him a government director of the Union Pacific Railway company, and has re-appointed him every year since.

In April, 1875, he was married to Mrs. Lucy T. Morris, daughter of Alan-son Tucker, esq., of Derry, New Hampshire. Judge and Mrs. Savage dispense in their home a generous and graceful hospitality. It is full of interesting

things—works of art and articles of historical value. Each the descendant of a colonial family, has brought into it ancestral memorials of the early days of our country. But chiefest among their treasures is a Shakespearean library of many volumes and rich in rare editions almost beyond any in the west. Both of them are most delightfully fond of every word and minutely learned in all the lore of the great poet.

Besides the cultivation of all Shakespearean lore, Judge Savage has devoted himself to curious learning of American history. Room remains only to notice two of his interesting papers on such out of the way topics.

On the sixteenth of April, 1880, he read a paper before the Nebraska State Historical society which he entitled: "The Discovery of Nebraska," and which was printed among the transactions of the society for that year.

After advertng to the many efforts being made on all hands to compel the vast libraries of all countries to give up their dead treasures, he states his purpose thus:

"I purpose to collect and present, this evening, a few of the reasons we have for believing that four-score years before the pilgrims landed on the venerable shores of Massachusetts; sixty-eight years before Hudson discovered the ancient and beautiful river which still bears his name; sixty-six years before John Smith, with his cockney colonists, sailed up a summer stream which they named after James the First of England, and commenced the settlement of what was afterwards to be Vir-

ginia ; twenty-three years before Shakespeare was born ; when Queen Elizabeth was a little girl, and Charles the Fifth sat upon the united throne of Germany and Spain, Nebraska was discovered, the peculiarities of her soil and climate noted, her fruits and productions described, and her inhabitants and animals depicted.

“ There is hardly any expedition of modern times, around which hangs so much of the glamour of romantic mystery as that undertaken about the middle of the sixteenth century for the purpose of discovering the seven cities of the buffalo and the land of Quivira. Although at least four contemporaneous narratives of this remarkable march have reached us, it is singular that hardly any two writers agree either in the location of the seven cities or the ultimate terminus of the journey. The cities of Cibola have been placed by different investigators at the ruins now called Zuni, in New Mexico, at a point about one hundred miles east of that spot and on the Rio Del Chaco, about an equal distance to the north. The country called Quivira is still more rich in its variety of locations. The vicinity of Guamas on the Gulf of California, the ruins now called Gran Quivira in New Mexico, different points in Colorado, and the region of Baxter Springs in Kansas, are but a few of the spots suggested for this forgotten land. I shall endeavor to show that none of these answer to the conditions of the narratives to which I alluded, and that the land of Quivira was situated in what is now the state of Nebraska.”

With the admiring affection of one who loves adventurous spirit and unwearied piety, he notices the records of the travels and the toils of Marquette, and then gives a most vivid and graphic account of the expedition of Francisco Vasques Coronado in search of the seven cities in the country of Quivira, upon which adventurous march the Spanish cavalier penetrated far into the region now within the jurisdiction of Nebraska, and to a point which Judge Savage locates between Gage county on the east and Furnas county on the west. Of course the records of the expedition are obscure, but ingenious and plausible reasons are adduced to support the conception of the writer.

It is one of the most graceful and delightful papers being written nowadays on such subjects.

Judge Savage has communicated to the society another paper which he entitled: “ A Visit to Nebraska in 1662,” and which is printed in the “ Transactions ” of 1887.

It is an account of the expedition of Don Diego Count Penalosa, which took place in the year 1662. “ The life of this knight was marked by all the glitter, romantic enterprise and vicissitudes which so charmed the Spanish soldiers of the sixteenth and seventeenth centuries.” On the sixth of March, in the year 1662, when, in New England and Virginia, hardy colonists were laying the foundations of an empire which was destined in less than two centuries to extend over Quivira, and New Mexico also, Penalosa marched in state from Santa Fé to explore the realms to the eastward and north, and to follow the

tracks of Coronado one hundred and twenty years before. The composition of the expedition shows the fondness of its leader for luxury and pomp." From this beginning the course of the expedition, the wanderings, the toils, the adventures of the Spaniard and his command are traced to a point fixed with much plausibility in the Valleys of the Platte and the Loup, and near, perhaps at, the present town of Columbus. Here was a great city, even the last vestige of which has altogether passed away; not so much as the name of its ruler remains.

A most delightful fact remains to be mentioned in this connection. Some years ago an officer of the United States army was marching with his command through the same regions, and within the boundaries of Nebraska, not far from its south line, in a canyon, far off the line of travel, he found the casque, or what remained of the casque,

of a Spanish cavalier. It bore signs of great age; no other remains were found. He surmised that it was the last memorial of some one of the cavaliers in one or other of these romantic adventures. As if in discharge of a sacred duty, he carefully brought it to Judge Savage, and it now remains in his home, one of the most interesting of his historical treasures.

These papers at once drew attention to their author, and, doubtless as a recognition of his service in the cause of American history he has been made a member of the historical societies of New Hampshire, Wisconsin and Missouri.

He is understood to be at present engaged upon another pamphlet to be entitled: "The Christening of the Platte"—an account of a visit to that river about the middle of the eighteenth century.

COLORADO AND DENVER.

THE Rocky Mountain News was issued for the first time in Denver, April 23, 1859, and is the pioneer newspaper of Colorado. It was founded by Honorable William N. Byers, a descendant of an old Scottish family upon his father's side, and upon the maternal from the Brandenbergs of Germany. He was born in Madison county, Ohio, February 22, 1831. The history of this founder of the press in Colorado

is full of interest and may be given more extendedly in these pages hereafter.

I find in a special edition of this enterprising paper, issued in June, 1888, an article upon Colorado and Denver, so carefully prepared and so authentic as to obviate the pleasurable necessity of writing an original paper upon that subject as intended upon my arrival here.

As the *MAGAZINE OF WESTERN HISTORY* has in view the permanent preservation of such matter pertaining to the west, this historical paper shall be reproduced in these pages, with the courteous permission of the *News*, for which the writer is especially grateful:

CHAPTER I.

Colorado is situated between the thirty-seventh and forty-first parallels of latitude, and between the one hundred and second and one hundred and ninth degrees of longitude west from Greenwich. It contains 106,000 square miles, which are nearly equally divided between plains and mountains. The eastern portion of the state is divided into two sections, known as northern and southern Colorado, by a great ridge, or "divide," as it is called, which extends eastward from the mountains and which rises to an average elevation of 2,000 feet above the sea. The northern section of the state is drained by the South Platte and its tributaries; the southern half by the Arkansas and its tributaries. The western portion of the state is drained by the White, Grand, Gunnison, Uncompahgre, San Miguel, Rio San Juan and Rio Dolores rivers and their mountain tributaries. The San Juan country is drained by the Rio Grande and its tributaries. The average elevation of the eastern portion of the state is 5,000 feet above the sea. The mountainous portion of the state contains four great parks, known as North, Middle, South and San Luis parks. These parks are elevated plateaus, which rise to an average

height of from 6,000 to 8,000 feet above the sea, surrounded by mountain peaks and ranges.

On April 3 of the year 1803, Napoleon Bonaparte, first consul of France, for the sum of \$16,000,000, ceded to the United States—then under the presidency of Thomas Jefferson—all that vast territory entitled the Province of Louisiana. The province extended from the possessions of New Spain on the south to the boundary line of the British possessions on the north, and had the magnificent Mississippi river on the one side and the great Pacific ocean on the other.

At the close of the Mexican war, in 1848, by the treaty of Guadalupe Hidalgo, for the sum of \$15,000,000, all New Mexico and California—a region extending from the Rocky mountains to the Pacific, and containing about 500,000 square miles—was ceded to the United States. One portion of this domain is Colorado, destined by her position, resources and climate to enjoy an immortal precedence among the states of our great Republic. Before the year 1858, very little was known of Colorado. It is recorded, with some apparent truth, that a large force of Spaniards and Indian allies, led by Coronado, a Spanish military captain, having for their object the discovery of gold, had, about the middle of the sixteenth century, penetrated to this section of the Rocky mountains. The expedition, after incredible hardships, returned without the golden treasures for which they had ventured so far and suffered so much.

Soon after the transfer of the Louisiana province and the establishment of the United States authority therein, it was determined at Washington to understand the nature of the country, the sources of its large rivers and the general character of the climate. Accordingly, in the summer of 1806, a small expedition was equipped and dispatched under the command of Lieutenant Zebulon M. Pike, who for his skilled services was, on his return, promoted to the rank of major. On the fifteenth of November Major Pike and his small company beheld the prominent and stately mountain which, in honor of the commander, was named Pike's Peak. Major Pike, in his diary, thus refers to this peak: "This mountain was so remarkable as to be known to all the savage nations for hundreds of miles around, and to be spoken of with admiration by the Spaniards of New Mexico, and was the bounds of their travels northwest." Directing his march with the course of the mountains, Major Pike continued his explorations. Failing to discover the object of his search—the source of the Red river—he retraced his steps and proceeded in a southwesterly direction. Determined to find the headwaters of that important stream, and unconquered by the fearful severities of winter in the midst of the mountains, the little party of explorers pursued their way. Their discoveries were, however, brought to a close by an untoward event—the capture of the whole party by the Spaniards, who held a military post in the San Juan country.

In the year 1819 another and larger expedition was prepared and ordered to explore this section of the Rocky mountains. The party engaged in this enterprise had advanced a considerable distance into the Indian country without molestation, when its further progress was checked by the loss of their horses, which had been stolen by the Pawnee Indians. This mischance detained the expedition for a whole year. In June, 1820, Colonel S. H. Long, the commander, all losses having been repaired, resumed his march. Early in the summer they reached the South Platte, and followed its course until the mountains came in sight. The massive giant peak which stood out boldly and grandly before them was, in honor of Colonel Long, called Long's Peak. Colonel Long made a careful examination of the mountains from Long's Peak to Pike's Peak, and of the plains lying along the base.

A very full exploration of the Rocky mountains was made in 1832 by Captain Bonneville, who commanded a party fitted out by the American Fur company. The most effective expedition hitherto equipped by the government, for the purpose of exploration, was commanded by Colonel Fremont, and set out in 1842. Upon his arrival at the South Platte he sent the larger portion of his army to Fort Laramie, a post of the American Fur company. With the rest of his command he advanced to Fort St. Vrain, an Indian trading-post, situated seventeen miles east from Long's Peak and one hundred miles north from Pike's Peak. From this

point he journeyed northward, exploring the country beyond the limits of Colorado.

Another band of explorers, conducted by Lieutenant-Colonel Fremont, camped at Fort St. Vrain in July, 1843. This party made accurate surveys of the regions known as north and south of the divide—an elevated ridge separating the Arkansas and Platte valleys; crossed and recrossed the range, ascertained many valuable facts, and mapped out the main geographical features of Colorado. But so far, none of these explorers, nor any of the white inhabitants, mostly occupied in trading, trapping and hunting, had made any discovery of the vast mineral wealth now known to exist in this portion of the Sierra Madre range.

On January 29, 1861, an act for the admission of Kansas into the Union as a state passed both houses of congress. On February 26, 1861, congress divided the new state, and organized the western portion into a new state bearing the name of Colorado. Kansas became a territory in 1854. From that year until 1858 no one authorized to represent the territory of Kansas appeared within the present limits of Colorado. The inhabitants before this time, besides the employés of the American Fur company and a few independent trappers, hunters and Indian traders, consisted of a scattered population of Pueblos and Mexicans, mostly engaged in stock-raising in the vicinity of the Raton mountains, and the roving tribes of savages. The Indian traders, among whom were Lieutenant Lupton and

Vigil St. Vrain in the north, and Colonels Boone and Bent in the south, had erected small forts to shield them from the savages.

In 1832 a party of Cherokee Indians, on their way from Georgia to California, discovered gold on the banks of a small stream tributary to the South Platte. On their return journey they showed the gold and reported the place of discovery. Exciting rumors of gold found in large quantities in the Rocky mountains inflamed thousands with the desire to reach and possess the open treasures. The first train of prospectors, led by W. Green Russell, esq., started from Georgia. As they passed through Missouri and Kansas, the gold fever influenced many to leave home and competency for the distant plains and mountains teeming with riches. The Georgians took up their position where Denver now stands, and thoroughly prospected Cherry creek from its mouth to its source; but as their labors were poorly rewarded, they gave the Platte, of which Cherry creek is a tributary, a fair trial for six or seven miles south. Much disappointed, they set out for the North Platte and Green river regions, but faring worse, returned to their first location, and were made happy by larger returns for their labor. The first Kansas party built their campfires near the present site of Pueblo. As the news of gold discoveries sped across the continent, a strong tide of emigration set in to the Pike's Peak country. Strings of wagons and troops of men in constant succession kept crossing the great plains, anxious, as

they toiled on, to catch a glimpse of the blue outlines of the mountains, where fortune stood ready to enrich the hardy adventurers. From all parts and embracing all characters poured in the earnest crowd, all animated by a common hope of attaining sudden wealth. J. W. Denver, after whom Denver, the present capital of Colorado, was called, was then governor of Kansas territory.

On the banks of the Platte near Yonker's ranch, about four miles above Denver, some of the Kansas company who had camped on the Arkansas, with others, began to erect a number of log

cabins. These were soon completed, and the name of Montana City was applied to the settlement. In these cabins a large party of prospectors spent the winter. On September 24 a party of nine selected the east side of Cherry creek, near its mouth, for a town site, and agreed to lay out 640 acres for that purpose. The name of St. Charles was given to it, but no steps were taken to survey and plat the town or put up buildings, unless a few logs crossed together, with an old wagon cover for a roof, might be designated a house.

HENRY DUDLEY TEETOR.

[To be continued.]

GYSBERT VAN STEENWYK.

To a considerable majority of the men who have won distinction in that portion of our country which, a generation ago, was the western borderland, certain well-defined conditions are common. Those upon whom the real pioneer work has fallen were endowed with few early advantages save the hardy physique and steadfast mind acquired by a toilsome and somewhat narrow life from youth up. They found their opportunities in the resources of the country and attained wealth and some measure of preferment in advanced life which the disadvantages of youth debarred them from rightly enjoying. Another class came into the west fresh from the universities, without either the physical endowments or mental forces essential to

successful pioneering. The lives of many such were obscure, misspent even, whereas amid more congenial surroundings they might have been distinguished. The perseverance with which western life imbues every man has inscribed a noble record of success in both classes, but it has been retarded by the slow processes of assimilation, and too often has not reached the development for which the conditions were favorable.

In the rare cases where all the desirable influences have been combined—education and culture, robust physique, courage and a temperate habit of life—the west has produced men of note in the community who have acquired property, fulfilled important trusts and rightly enjoyed the best gifts of life.



Magazine of Western Biography

John A. Steenoyk

1881

1700

Of this class Honorable Gysbert Van Steenwyk, president of the Batavian Bank of LaCrosse, is a fit representative. A native of Holland, his great mistake was in not having commenced his American life ten years earlier. Not that the time spent in the cultivated and brilliant society of his native city, Utrecht, was wasted, but because so much more might have been added to his busy and useful career as an American citizen at a time when one year counted as two in a man's lifetime, and in the opportunities afforded by the developing Nation.

Mr. Van Steenwyk was one of a family of six children. His father was a gentleman farmer, owning lands within two miles of the city of Utrecht, and accounted a man of wealth. The children had the benefits of thorough education, opportunities for culture and means sufficient for maintenance in the manner to which they were accustomed, or establishment in any business or profession they might select. The subject of this sketch was the youngest but one—a sister, now living in their native city. He was born January 30, 1814, and is, therefore, at this time, nearly seventy-five years of age. The first half of his life was passed in his native land. The University of Utrecht offered educational opportunities hardly surpassed in Europe, and he was a student in that institution until the age of twenty-seven, although his degree in philosophy and philology was taken at the age of twenty-two. At sixteen he was enrolled as a volunteer in the Army of the Netherlands, serving two years. From 1838 to 1849, when he departed for America,

he was a commissioned officer in the Netherland National guards. During much of this time he resided in Utrecht, was a member of several clubs and lived the social life of the wealthy and aristocratic city.

It was not the life Mr. Van Steenwyk desired; it was not a life to satisfy his mind or employ his talents. He took up the law as a study, but the profession was distasteful to him. He could speak French and German fluently and read English. America had been an object of much study and inquiry, on account of its form of government and also because of its opportunities. Finally, in the winter of 1848, while visiting a friend in a neighboring city, he announced his intention of going to the United States. The friend, who was a teacher and weary of his profession, was of the same mind, and they fully determined to start for the western land the following spring. Another friend in Utrecht desired to join them, and on their embarkation in May, 1849, a fourth Hollander of quality and some means became one of the party. Passage was taken in an American sailing vessel expressly for the purpose of acquiring that familiarity with the language which would result from hearing nothing else spoken during a voyage of some six weeks. This was of inestimable advantage to all, especially to Mr. Van Steenwyk, whose studies, reinforced by practice, enabled him to converse readily with the people.

The party of four spent the summer in New York and Newark learning what they could about the country and the advantages offered by different sections.

It was agreed, in their councils, that they should seek a western state, and further, that the autumn months should be spent in exploring Michigan, Illinois, Iowa and Wisconsin. Early in September they started west. Michigan took up but little of their time. Riding through the heavily timbered country, where the houses found scanty room among the stumps, and fire had run through the woods, they found little to please the eye or hold out promises to the imagination.

Illinois was hardly more satisfactory. Chicago, then a town of thirty thousand people, was attracting notice, but to the Hollanders it was dreary and depressing. They made a tour among the northern Illinois towns and found much that was promising; but everywhere they were warned not to settle anywhere else unless they were prepared to die of fever and ague. So concluding that a country where malaria was absent only from the immediate point of inquiry was hardly a sanitarium, they returned to Chicago and took steamer to Milwaukee.

Here the life and career of Gysbert Van Steenwyk began; all the years preceding had been preparatory, and only important for their influence upon those that followed. Milwaukee bay and the town, lying somewhat elevated, were pleasing to the eye, and the impression was not dispelled by a closer view. Nevertheless the party desired to see the new towns springing up through the state, and as soon as possible joined in the purchase of a team and carriage, by means of which Racine,

Kenosha, Janesville, Madison, Oshkosh and intermediate places were visited, the trip occupying six weeks in October and November. It is not strange that the unanimous verdict of the home-seeking quartette was in favor of the larger town, and thither they returned, each to pursue his appointed way in life.

Through letters of introduction and acquaintance speedily made with the leading men of the town, Mr. Van Steenwyk was not long without opportunities for employment. McGregor & Tenney, lawyers, advised him to enter their office, but the profession was no more to his taste in America than in his native land. Mr. McGregor, who had an insurance agency, then proposed increasing the list of companies and forming a partnership in this branch. This was satisfactory, and as soon as the necessary arrangements could be made Mr. Van Steenwyk hung out his first professional sign. It very soon became expedient that he should have notarial authority and a second sign was added.

The Hollanders, of whom there were about eight hundred in Milwaukee, were not long in learning that one of their countrymen was able to assist them in their business affairs, and their calls upon him were so frequent, especially for correspondence with the old country, where many of them retained some property interests, that the securing of some representative authority became a matter of convenience, if not necessity. Accordingly, a letter was dispatched to a friend at court, and in due time Mr. Van Steenwyk received his commission from The Hague as consul of the Neth-

erlands for Wisconsin. Thereupon a third sign was hung beside the office door, and to this an addition was made the following year, when he was commissioned consul for Michigan and Minnesota. He now had plenty of business, was doing well and heartily enjoying life.

The legislature of 1852 created the office of commissioner of immigration, the incumbent to reside in New York, and his duties to be the promotion of immigration to Wisconsin. Mr. Van Steenwyk's Milwaukee friends advised him to accept this appointment in case it was offered him. He declined, because he had other plans mapped out and did not want an office of that nature anyway. His friends became more urgent, representing that his command of several languages would be of great value, and he could do more for the settlement of the state in that manner than in any other way. While the matter was under discussion, Governor Farwell telegraphed him to come to Madison. He obeyed, was the governor's guest during the visit, was tendered the appointment and finally accepted it, though not without reluctance.

During most of the years 1852 and 1853, Mr. Van Steenwyk resided in New York. His labor in securing for Wisconsin a thrifty, industrious and temperate class of settlers among the foreigners then flocking to America, has exerted an influence which cannot be estimated, upon the welfare of the state.

The legislature of 1853 took the power of appointing to this office from the governor, and, being a Democratic

body, while the incumbent had united with the Whig party, his successor was named, and he returned to Milwaukee.

Having become interested in lands in the interior of the state, especially along the line of the LaCrosse & Milwaukee railroad, then in process of construction, Mr. Van Steenwyk moved to Newport, on the Wisconsin river, where it was expected the railroad would cross. The village rose to considerable prominence upon its expectations, but declined and almost went out of existence when the railroad company fixed the crossing point a mile and a half above, where a new town was laid out and called Kilbourn City. Thither most of the Newport settlers moved, Mr. Van Steenwyk with them, in 1858. In 1857 he was commissioned brigadier-general of state troops, obtaining a title which serves his friends in familiar intercourse to the present day. In 1859 he was elected to the state assembly from Columbia county after a contest which was a history in itself, receiving a majority of two hundred over a Democrat in a Democratic district. He resigned his consular office, not deeming it proper that a legislator in the United States should be the representative of a foreign government. The following year he was a delegate to the Republican State convention, and received the nomination for bank comptroller, to which office he was elected. In this period of great political and military events, the finances of the country were in such chaos as no person living at that time can ever forget, and General Van Steenwyk's duties equaled in importance those of any officer of the state. His own choice would have been to enter the army and he could have had a regiment ;

but it was urged upon him that his official duties could not be committed to other hands, and the welfare of his fellow-citizens could in no way be so well promoted as by getting what salvage was possible out of the financial wrecks all about the state. In one year the comptroller wound up forty banks, having occasion to visit LaCrosse several times in the way of business.

The knowledge gained while in office decided his future course, and the outlook of LaCrosse decided the location. Accordingly, upon the expiration of his official term, in 1862, the Batavian bank was opened in LaCrosse, and for twenty-six prosperous years it has been a landmark in the business fields. General Van Steenwyk at once took a place in the first business circles of the community, but held no public office until 1873, when he served the city one term as mayor, being nominated as a Republican and almost unanimously supported by the Democrats.

In 1879 he was called upon to represent the Thirty-first district, composed of the city and county of LaCrosse, in the senate of the state, receiving a considerable majority over the Democratic and Greenback candidates.

In 1874 Mr. Van Steenwyk went abroad and spent a year and a half traveling in Europe. While there he made the acquaintance of Miss Marietta Nicholls, a native of Danbury, Connecticut, and daughter of Honorable David P. Nicholls, for many years treasurer of that state, who was traveling with her sister. The acquaintance led to a matrimonial engagement, and in May, 1875, they were united in marriage at Berne, Switzerland, under

the auspices of the general's personal friend, Honorable Horace Rublee, minister of the United States to that country, and now editor of the *Milwaukee Sentinel*. Three charming children have blessed this union, but one, a lovely boy, bright of eye and mind, the emblem of every good promise, has even within the past year gone somewhat in advance along the dark road whither all journey, to make the way lighter, though the earth be darker to those soon following after.

General Van Steenwyk's most important recent work has been as one of the executors of the late Governor C. C. Washburn's will. He was the intimate friend of the late governor, was with him several weeks at Eureka Springs, Arkansas, shortly before his death, and well acquainted with all his business affairs. The vast property in mills, elevators, water-powers, railroads, lumber and farming lands, aggregating nearly two millions of dollars, has been so managed that every industry has been profitably employed during the course of settlement, and the estate has increased very largely in value. To the sagacious management of Mr. Van Steenwyk and his co-executors, Charles Payson and Charles J. Martin, the heirs and beneficiaries under the will are very much indebted.

General Van Steenwyk is also vice-president (the mayor being president *ex officio*) of the permanent board of trustees of the public library established in LaCrosse by a provision of Governor Washburn's will, and takes great interest in the institution.

To enumerate all the business enterprises with which he has been connected would be difficult even for himself, per-

haps, without some thought. Among the more important recent ones are the Victor Flouring mill, the LaCrosse Linseed Oil mill, the Edison Electric Light and Power company, the LaCrosse Street Railway company, the LaCrosse tannery and the East Fork Improvement company—the latter a lumber organization. In all but the first named he is at this time a stockholder.

It is, however, as a banker that General Van Steenwyk is and will be best known. For more than a quarter of a century the Batavian bank has been a pillar of strength in the community. It has upheld the weak until they became strong, and carried the strong in their hours of weakness. It has always been steadfast, reliable, conservative without timidity, and to-day, occupying the finest building in Wisconsin,

outside of Milwaukee, and offices that cannot be surpassed for elegance and comfort, it stands in the front rank of the strong financial institutions of the northwest.

Notwithstanding his years, Mr. Van Steenwyk is in the enjoyment of mental and bodily vigor. His office hours are regularly kept, his duties as trustee or director in various institutions never neglected, and in his elegant home, surrounded by the best books and many works of art, happy in the companionship of his wife, whose natural gifts have been developed by travel, study and the best social advantages, interested in the education of his children, with leisure for occasional travel, he enjoys the gifts of life as one who has earned its privileges and its immunities.

THE AMERICAN RAILROAD: ITS INCEPTION, EVOLUTION AND RESULTS.

XI.

THE MECHANICAL DEVELOPMENT.—CONTINUED.

THE first locomotive ever run in America, as has already been shown, was the "Stourbridge Lion," constructed by Foster, Rastrick & Co. of England, received at New York in May, 1829, and set running upon the Delaware & Hudson Canal Company road in the same year. That event forms not only an epoch in the railroad history of America, but, in connection with the circumstances surrounding it, completes a story of the most absorbing interest. We have the narration in full,* from the pen of Horatio Allen, the engineer by whom the engine was run—now living in quiet at his home in Homewood, South Orange, New Jersey—and space can be occupied in no more profitable manner than in the reproduction of the main points thereof. "Early in the year 1827," writes Mr. Allen, "I had given all the attention that it was in my power to give, and having come to conclusions as to the locomotive that all subsequent experience has confirmed, and believing that the future of the civil engineer lay in a great and most attractive degree in the direction of the coming railroad era,

I decided to go to the only place where a locomotive was in daily operation, and could be studied in all its practical details. Closing my service on the Delaware & Hudson canal, some two months were appropriated to certain objects and interests, after which I was again in New York, preparatory to going to England.

"On my return to New York from these visits, I found that it had been decided by the Delaware & Hudson Canal company to intrust to me, first, the having made in England for that company the railroad iron required for their railroad, on which the coal from their mines in the Valley of the Lackawanna, a tributary of the Susquehanna, was to be transported across the mountain range, which intervened, to the Lackawaxen, a tributary of the Delaware, whence by canal the Valley of the Hudson was reached, and by the Hudson river the ocean was reached at New York; and, second, the having built in England for the company three locomotives, on plans to be decided by me when in England. This action of the Delaware & Hudson Canal company was on the report of their chief engineer, John B. Jervis, and thus it occurred that *the first*

* 'The Railroad Era. First Five Years of Its Development.' By Horatio Allen. (Reprinted from the *Railroad Gazette*, New York, 1884.)

order for a locomotive engine, after the locomotives on the Stockton & Darlington road were at work, came from an American company, on the report of an American civil engineer, now a resident at Rome, in the state of New York. It was under these favorable circumstances that I left New York in January, 1828, and within two days after my arrival at Liverpool I made the acquaintance of George Stephenson, on the most agreeable relations, and from that day during my stay in England I received from him every kindness in his power, and all the aid to what I had come so far to seek, that was at his command, at Liverpool, on the Stockton & Darlington railroad, and at Newcastle, at that time the centre of all that was in progress in railroad and locomotive matters.

"The iron for the railroad first required attention, and as its manufacture, although executed in England, was on a plan of American origin, some reference to its manufacture is appropriate in this article. The instructions which accompanied the authority to contract, etc., describe a mode of making the iron. On reading the description, it appeared to me that a less expensive plan could be used. This I explained to the committee of the Delaware & Hudson Canal company. It was thought proper to have the judgment of someone having experience in rolling iron, which I had not, as I had not even seen a bar of iron rolled. The proprietor of the only rolling-mill near New York, at the request of the committee, came to New York to consider the plan proposed, and after examination he stated that in his judg-

ment the plan would not be a success. Nevertheless I thought it would be well to suggest the plan at the rolling-mills in England.

"*This being the first order for iron made expressly for a railroad from this country, it was deemed advisable to go to the mills and explain what was wanted, and to suggest one way in which the iron could be made, as it appeared to me. Of the seventeen mills visited, and from which proposals were received, only three thought well of my suggestion. With one of the three, the Guests of Merthyr Tydvil, a contract was made. When the time for examination of the iron came, it was not satisfactory, and I said that I could not accept iron of that character; they refused to deliver any other. Application was then made to W. & I. Sparrow of Wolverhampton, another of the three, and reference to what had occurred at Merthyr Tydvil. I described very plainly what I expected. In reply I was informed that the intention in their proposals was what I had fully explained. The contract was therefore made with W. & I. Sparrow. My wish in this case to remain and see the preparations made being acceded to, the rolls to be fitted up were on hand, and in ten days the iron was being made on the plan proposed, and subsequently the iron was delivered in every respect satisfactory. The large amount of iron of the same character made for this country in after years, was all made on that plan. If the mechanical details of the plan were described, there would be surprise that there ever had been*

any question, or that it had been thought worth the time to refer to it.

"The order for the locomotive required the determination of the plan of boiler, and in order to that decision, and to the study of all matters in connection with the construction and use of railroads, much time was passed at Liverpool in connection with the Liverpool & Manchester railroad, on the Stockton & Darlington railroad, at Newcastle, and at Stourbridge, the place at which were the works of Foster, Rastrick & Company, from whom proposals to furnish the railroad iron had been received. As to the boiler, the result on my mind was a decided confidence in the multitubular boiler proposed by Mr. Booth of the Liverpool & Manchester road, but I found in many a distrust of that plan of boiler as being an *untried* boiler. John U. Rastrick of Stourbridge . . . recommended a boiler of small riveted flues of as small diameter as could be riveted, and in number as many as the end of the fire-box would allow.

"Under the circumstances, it appeared to me that the responsibility resting on me would be more prudently met by the order of two locomotives from Stephenson, which were built at Newcastle, and one from Foster, Rastrick & Company, which was built at Stourbridge. The plans of the locomotives, the proportions of parts and all details were left to the judgment of the builders, as their experience far exceeded mine. The only points decided by me were that the boilers of the locomotives built by Stephenson & Company were to be

multitubular boilers, the dimensions of the tubes to be decided by the builders; and that the boiler of the locomotive built by Rastrick & Company (the 'Stourbridge Lion') was to be a flue-boiler, the size and number of the flues to be decided by the builder. As the locomotives were built after I left England, they were never seen by me until I saw them in New York, and I never saw the inside of any of the boilers until I saw the inside of the boiler of the 'Stourbridge Lion,' at Chicago, in 1883; when, to a surprise so great that I could not believe that the inside of the boiler had not been changed, I found that the discretionary power placed in Mr. Rastrick had not been used in the manner agreed on after full discussion, and after I had yielded to his judgment in having a flue-boiler at all. In the orders thus given in the early summer of 1828 for three locomotives, is presented the fact that the *first order for a locomotive* after the demonstration of the locomotive as a successful tractive power on the Stockton & Darlington railroad in 1825, came from an American company on the report of their chief engineer, trusted to the discretionary action of an American civil engineer.

"The three locomotives were received in New York in the winter of 1828 and 1829. One of each kind was set up, with the wheels *not* in contact with the ground, and steam being raised, every operation of the locomotive was fully presented except that of onward motion. The locomotive from Stourbridge received its name 'Stourbridge Lion'

from the fancy of the painter, who, finding on the boiler end a circular surface, slightly convex, of nearly four feet diameter, painted on it the head of a lion, filling the entire area, and in bright colors. The river and canal being closed by ice, it was not until the opening of navigation in the spring of 1829 that access was had to the railroad at Honesdale, Pennsylvania, which is at the head of the canal and at the beginning of the railroad.

"When the time came that one of the locomotives was to be sent by river and canal to Honesdale, the 'Stourbridge Lion' was sent. How it happened that the 'Stourbridge Lion' was sent I have no knowledge. In reference to future events, so near by, it is to be regretted that one of the Stephenson locomotives was not sent, and for the reason that the locomotives built for the Delaware & Hudson Canal company by Stephenson were the *prototypes* of the locomotive 'Rocket,' whose performance in October of the same year so astonished the world. The two locomotives from Stephenson that were in New York early in the year 1829, and therefore prior to the trial of the locomotive 'Rocket' in October of that year, were identical in boiler, engines, plan and appurtenances with the 'Rocket;' and if one of the two engines in hand ready to be sent had been the one used on August 9, the performance of the 'Rocket' in England would have been anticipated in this country. To present the time and incidents of the 'Stourbridge Lion,' *the first locomotive run on this continent*, I have to continue my

personal narrative. Early in the summer of 1829 I had received the appointment of chief engineer of the South Carolina railroad, a road to extend from Charleston, on the ocean, to a point opposite to Augusta, Georgia, on the Savannah river, a road of about one hundred and fifty miles in length; but I was not to go to Charleston to commence my duties until September. Being thus at liberty in July and August, I volunteered to go to Honesdale and take charge of the transfer of the locomotive from the canal-boat to the railroad track, within twenty feet and about eighteen feet above the level of the canal-boat. The line of road was straight for about six hundred feet, being parallel with the canal, then crossing the Lackawaxen creek, by a curve nearly a quarter of a circle long, of radius seven hundred and fifty feet, on trestle-work about thirty feet above the creek, and from the curve extending in a line nearly straight into the woods of Pennsylvania. The road was formed of rails of hemlock timber in section six by twelve inches, supported by caps of timber ten feet from centre to centre. On the surface of the rail of wood was spiked the railroad iron—a bar of rolled two and a quarter inches wide and half an inch thick.

"As the locomotive was seen in mid-air, in its transference from the canal to the railroad, the opportunity was had to see that the axles had an unyielding *parallel* position, there being no king-bolt that provided facility for passing round the curve, and that, therefore, the four wheels holding their rigid posi-

tion were to be forced round the curve by the power of the steam-engine. The locomotive thus seen altogether, impressed the lookers-on as being of great weight. The road having been built of timber in long lengths, and not well seasoned, some of the rails were not exactly in their true position when the time came that they were to carry the locomotive in its onward movement. Under these circumstances the feeling of the lookers-on became general, that either the road would break down under the weight of the locomotive, or, if the curve was reached, that the locomotive would not keep the track, and in its onward motion without support it would dash into the creek with a fall of some thirty feet. On my part, I knew that the road would carry the locomotive safely, and that the curve would be passed without any difficulty. But when the time came, and the steam was of the right pressure, and all was ready, I took my position on the platform of the locomotive alone, and with my hand on the throttle-valve handle, said: 'If there is any danger in this ride it is not necessary that the life and limbs of more than one should be subjected to that danger; that, having no doubt whatever, I was about to take the ride entirely alone, and that the time would come when I should look back with great interest to the ride that was now before me.' The locomotive, having no train behind it, answered at once to the movement of the hand, and there being no doubt as to the result, a motion was had at once in which there was not any evidence of distrust; soon the

straight line was run over, the curve was reached and passed before there was time to think as to its not being passed safely, and soon I was out of sight in the three miles' ride alone in the woods of Pennsylvania. I had never run a locomotive nor any other engine before; I have never run one since; but on the ninth of August, 1829, I ran that locomotive three miles and back to the place of starting, and being without experience or a brakeman, I stopped the locomotive on its return at the place of starting. After losing the cheers of the lookers-on, the only sound, in addition to that of the exhaust steam, was that of a timber structure when the parts are brought into the bearing state. Over half a century passed before I again revisited the track of this first ride on this continent. Then I took care to walk over it in the very early morning, that nothing should interfere with the thoughts and feelings that, left to themselves, would rise to the surface, and bring before me the recollections of the incidents and anticipations of the past, the realization of the present, and again the anticipations of the future. It was a morning of wonderful beauty, and that walk alone will, in time to come, hold its place beside the memory of that ride alone over the same line, the interval being more than fifty years."

From this scene of triumph, Mr. Allen proceeded to another field of similar labor, where results of a character equally important were achieved. From the same source of information as that quoted above, we may take the main points of interest concerning those

labors. "In September of 1829," continues Mr. Allen, "I was at Charleston, South Carolina, to enter on my duties as chief engineer of the South Carolina railroad. I had already learned the general character of the country that the road was to pass through, and the first question to be decided was that of the motive power to be used.* I was prepared to submit a report on the subject at once. . .

"In that report was presented an estimate of the cost of transportation by horse-power and by locomotive power. The estimate of cost by locomotive power was based on facts ob-

* Mr. Allen furnishes, in this connection, some points of general information of value. On this side of the water some sixteen miles of the Baltimore & Ohio road had been constructed, and was worked by horse-power. On the other side of the Atlantic the Liverpool & Manchester company was the only company that had the subject under consideration, but as yet had not come to a decision, although their chief engineer, George Stephenson, was the able and earnest advocate of the locomotive. In their measures to have before them the fullest information on the subject, the company submitted the question of the motive for the Liverpool & Manchester railroad to two eminent civil engineers for their judgment, after the most thorough examination. The two engineers were James Walker of London and John U. Rastrick of Stourbridge. The two engineers concurred in an elaborate report, presenting their conclusion and plans in great detail. That conclusion was not in favor of locomotive power, but was in favor of a succession of stationary engines transmitting a tractive force by use of long ropes. No more impressive reference to the undeveloped character of the locomotive in England, in 1825, can be presented than that found in the following extract from 'Wood on Railroads,' 1825: "Nothing can do more harm to the adoption of railroads, than the promulgation of such *nonsense* (italic in the original) as that we shall see locomotives traveling at the rate of twelve miles per hour." It is hardly necessary to add, that in a second edition a few years later, this caution of 'Wood on Railroads' is not to be found,

tained on the Stockton & Darlington railroad. The result of that comparison was in favor of locomotive power, and the report contained a decided recommendation that locomotive power should be the power to be used on the South Carolina railroad. But the basis of that official act was not the simple estimate resting on the facts as they existed on the Stockton & Darlington railroad, but, as was stated in the report, was on the broad ground that in the future there was no reason to expect any material improvement in the breed of horses, while in my judgment the man was not living who knew what the breed of locomotives was to place at command. Contrast the eight-wheel locomotive of this day with the four-wheel locomotive of the Stockton & Darlington road, and find some evidence that the position then taken was well taken, and then bear in mind that *the end is not yet*.

"This report was submitted at a full meeting of the board, every member in his seat and the president in his chair. Without leaving their seats the decision was unanimous. The resolution then passed and placed on record was *the first act by a corporate body in the world to adopt the locomotive as the tractive power on a railroad for general passenger and freight transportation*.

"The South Carolina railroad was of the age of wooden rails capped with iron. Confidence and capital had not yet reached the growth to make an iron track of the most modest weight per yard a possibility, and steel rails were as unthought of as the telegraph."

Yet another incident, as belonging to the advance of the mechanical department of the railroad, may be narrated in this connection. "That the locomotive," continues Mr. Allen, "was to be used in the night, and during the whole night, was plainly to be anticipated. It was thought well to make trial of such running by night, that it might be known what it was necessary to provide. For such trial two platform cars were placed in front of the locomotive. On the forward platform was placed an enclosure of sand, and on the sand a structure of iron rods somewhat of urn shape. In this structure was to be kept up a fire of pine-wood knots. Suitable signals as to the rate of speed, etc., were provided. The day preceding the evening of the trial closed in with as heavy a fog as I have ever seen, and I have seen a first-class London fog. But the fog did not prevent the trial when the appointed time came. The country to be run through was a dead level, and on the surface rested this heavy fog; but just before we were ready to start the fog began to lift and continued to rise slowly and as uniformly as ever curtain left surface of stage, until about eighteen feet high; there it remained stationary, with an under surface as uniform as the surface it had risen from. This under surface was lit up with radiating lines in all directions with prismatic colors, presenting a scene of remarkable brilliancy and beauty. Under this canopy, lit on its under surface, the locomotive moved onward with a clearly illuminated road before it; the run was continued for some five miles, with no untoward oc-

currence, and I had reason to exclaim, 'The very atmosphere of Carolina says, Welcome the locomotive!'"

Leaving, at this point, Mr. Allen's experiences in the south, let us return for a time to that memorable "Stourbridge Lion," and learn something further in detail of that memorable engine that was the first ever run by steam upon a railroad track in America. Some light is thrown upon the details of this great mechanical episode by David Matthew,* late of Philadelphia, who resided in New York in 1829, and had charge of the men while fitting up the machinery in the shops of the West Point Foundry association, who relates his experiences as follows:

"PHILADELPHIA, December 6, 1859.

"MR. WILLIAM H. BROWN:

"*Dear Sir* :—Yours of the twentieth November is received, inquiring about the first locomotive imported into this country, the first built here, and on what date and railroad it was run. In compliance with your request I herewith with pleasure send you the following history, partly from memory and partly from records and memoranda upon the subject in some documents I have preserved among a file of old papers and documents.

"Sometime about the middle of May, 1829, the locomotive called the 'Stourbridge Lion' arrived from England on the ship *John Fay*. It was landed at the wharf of the West Point Foundry

* From 'The History of the First Locomotive in America.' By William H. Brown. D. Appleton & Co., New York. 1874. p. 75. Mr. Matthew's letter is to the author of this book.

works, foot of Beech street, New York city. This engine was in charge of Horatio Allen, esq., assistant engineer of the Delaware & Hudson Canal and Railroad company. The locomotive was blocked up in our yard and steam put to it from our works, and it became the object of curiosity to thousands who visited the works from day to day to see the curious 'critter' go through the motions only, as there was no road for it about the premises. After a short stay in New York, about the first of July it was shipped up the North river to Rondout, for the Delaware & Hudson Canal company, and thence by canal to Carbondale, where it was tried upon their railroad at Honesdale, run a few miles out upon the road, then taken off the track, the road not being sufficiently strong to carry it. It was housed and held for sale for many years."

Another point of interest may be gleaned from the *Morning Courier and New York Enquirer* of June 12, 1829, as follows: "We yesterday attended the first exhibition of a locomotive-engine, called the 'Lion,' imported by the Delaware & Hudson Canal company, to be used upon their railway. On Wednesday, the engine just imported was tried, and gave such general satisfaction, that the present exhibition was unanimously attended by gentlemen of science and particular intelligence. The engine was put up in Mr. Kemble's manufactory, by Horatio Allen, esq., who went to England to purchase it for the company, and it gives us great satisfaction to say that the most important improvements which have lately been

made in the construction of these engines originated with him. It is of nine horse-power, having a boiler sixteen and a half feet long, with two cylinders, each of three feet stroke. It is calculated to propel from sixty to eighty tons, at five miles per hour. The power is applied to each wheel at about twelve inches from the centre, and the adhesive power of the wheel, arising from the weight of the engine, will give locomotion to the whole structure. The steam was raised by the Lackawaxen coal, and sustained (although there was no friction) at between forty and fifty pounds to the inch. We were delighted with the performance of the engine, and have no doubt but the enterprising company to whom it belongs will reap a rich harvest for their enterprise and perseverance."

The *Dundaff Republican*, published in Susquehanna county, Pennsylvania, under date of July 23, 1829, welcomes the "Lion" to the scene of its famous trip, in these words: "The boats begin to arrive with the traveling-engines and railroad machinery; all is bustle and business. The engine intended for this end of the road is a plain, stout work, of immense height, weighing about seven tons, and will travel four miles per hour, with a train of thirty to thirty-six carriages, loaded with two tons of coal each. The engine is called the 'Stourbridge Lion,' its boiler being built something in shape of that animal, and painted accordingly. Now imagine to yourself the appearance of that animal, the body at least twelve feet in length and five in diameter, traveling at

the rate of four or five miles per hour, together with a host of young ones in train, and you will have some idea of the scene before us; but the enchantment is broken, and in a few days the whole will be set in motion, and we will now give you information that, when the whole is in operation, we shall give a general notice that we intend to hold a day of rejoicing on the completion of the same, and shall give a general invitation to our fellow-citizens to attend. We have procured a large cannon, and intend to station it on the top of the high peak, to sound on the occasion."

Honorable John Torry, a spectator of this initial trip, has left his impressions of the event,* in an extended letter written on March 28, 1870, from which the subjoined extracts are taken: "The locomotive having been transported by canal to Honesdale, the 'Stourbridge Lion' was elevated by the use of a temporary inclined plane to the level of the railroad, and put in running order, and placed upon the rails; and everything thus got in readiness for the trial. On Saturday, August 8,† 1829, the fire was kindled and steam raised, and, under the management of Mr. Horatio Allen, the 'wonderful machine' was found capable of moving, to the great joy of the crowd of excited spectators. After running it back and forth on the portion of the road between the

canal basin and the high railroad bridge across the west branch of the Lackawaxen, Mr. Allen started it, with no person accompanying him, and without any car being attached, and ran it with a good speed around the curve and across the bridge, and up the railroad about one and a half mile, to where the railroad was crossed by a common road-bridge, placed too low to admit of the passage of the locomotive under it. Here he reversed the engine and ran it back to the place of starting, greeted by the shouting cheers of the people and the booming of cannon. Mr. Alva Adams, a mechanic, while assisting to fire the cannon, had his arm so badly shattered that amputation became necessary. After repeating the trial a few times, the 'Stourbridge Lion' was removed from the track, and left standing by the side of the railroad, with no covering but a temporary roof, until the approach of winter. . . . While thus standing by the side of the railroad, it was an object of great dread to timid children, who were obliged to pass by it; and many, now residing in Honesdale, remember the care they were accustomed to take, when children, to avoid passing near the fierce-looking 'lion.' In November, 1829, it was housed in with rough boards, as it thus stood beside the railroad, though some of the boards on the sides were soon displaced to give opportunity for the curious to examine it more readily. It remained where thus housed some fourteen or fifteen years, until so many of its parts were detached or broken, that it was entirely disabled and considered

* 'History of the First Locomotive in America,' p. 85.

†Mr. Allen, who ran the engine, places the date on August 9, 1829. In the work from which Mr. Torry's letter is quoted, August 8 is given as the date in several instances, but one is inclined to accept Mr. Allen as the best authority.

worthless as a locomotive; when the boiler was removed to Carbondale, and used with a stationary engine in one of the company's shops, and the wheels, axles and loose parts were sold for old iron."

It speaks well for American enterprise that, although a number of locomotives were imported during the year succeeding the advent of the "Stourbridge Lion," home capital and home genius were freely devoted to home manufactures, and engines and cars were constructed of the best quality and in abundance on this side of the sea.

The early locomotives built at the West Point foundry of New York have been referred to in the general history foregoing—the "Best Friend," the "De Witt Clinton," etc.; and also the miniature "Tom Thumb," which Peter Cooper constructed almost out of nothing and amid so many discouragements. One of the enterprising Americans who gave his skill and time to the creation of this branch of industry, and who built up a great establishment devoted thereto, was Matthias W. Baldwin of Philadelphia. Full of ingenuity and enterprise, he was engaged in the manufacture of book-binders' tools and calico printers' rolls, in a small shop on Minor street, near Sixth, when the great railroad excitement first touched America and the air was full of the possibilities of steam. He made the designs for and built, in his own shop, a steam-engine intended to supply the motive power for his own machinery. It was novel in its construction in a number of respects, and was very finely finished—a species of

decoration to which not much attention was paid in those days. "Its vertical cylinder, so placed for economy of space, its forked cross-head and pitman guides at the sides of the cylinder, were novelties in the disposition and form of parts, and its bevel wheels, which gave motion to the governor, were without teeth, doing their duty by friction alone, being noiseless, like the beautiful engine whose motion that governor controlled. This little engine, of five horse-power, was the object of much attention among machinists, and excited general admiration by its quiet, though efficient, motion, and the fine finish of its parts."*

Mr. Baldwin was induced to turn his attention to the construction of locomotives, in the following manner: His friend, Franklin Peale, the proprietor of the Philadelphia museum, was anxious to place upon exhibition—to satisfy the intense curiosity of the public upon all points relating to railways—a model of the locomotive. The Camden & Amboy, in the fall of 1830, had imported an English locomotive, which was closely guarded from the public view in a store-house near Philadelphia. Baldwin and Peale paid a visit thereto, and were at first refused admittance, but in some way gained the good-will of the man having it in charge, and were permitted to look it over. After Mr. Baldwin had studied all its parts for half an hour, he turned to his companion and said in a determined way, "I can make it." After four months of close labor,

* 'American Manufacturer,' Vol. II., p. 538. The little machine was still in operation in the Baldwin works as late as 1868.

aided by nothing beyond this inspection and such help as he could get from published descriptions and drawings, he produced a beautiful working model, that was placed on a track laid in the museum in the Arcade, and set to working on April 25, 1831, "making a circuit of the whole suite, and drawing two miniature cars containing seats for four passengers, though eight was often the number, and attracted crowds to witness, for the first time in Philadelphia or Pennsylvania, the effect of steam in railroad transportation."

An enthusiastic friend of railroads, who visited that little pioneer locomotive in May of the same year, has left us voluminous impressions concerning it. "In the meantime," he says, after an extended laudation of the wonders of the railroad, "to prepare everyone for a just estimate of the value of these improvements, which are, like Antonio's goods, 'in supposition,' I would exhort every person to indulge a liberal curiosity by visiting the beautiful engine at the museum, which is at present delighting the public by its wonderful scientific feats. Mr. Baldwin, a distinguished mechanic, has formed that locomotive after the model of the lightest and most beautiful of the English engines, and for grace of action, ease and smoothness of motion, it will not be disparaged by comparison with any impulsive instrument hitherto constructed. On a visit to the museum, I was so much pleased with its performance that I made particular inquiry into its powers, and learned from the intelligent, ingenious and skillful director of the

museum, the following particulars: The railroad, which is constructed of well-seasoned wood, extends entirely round the extensive *suite* of rooms to a length of one hundred and forty yards. Its curves are necessarily very sharp, being on a radius of twenty-four feet. To obviate any risk of overthrow at the curves, projected strips attached to the rails confine the engine car securely to the line. The cars, lightly and elegantly formed, present in the structure of the hind wheels a neat specimen of the ingenious contrivance of Winans for getting rid of much of the friction. That should be carefully examined by those who have not seen it already. The engine, including its boiler, furnace, chimney, cylinder and iron wheels, weighs only two hundred and twenty-four pounds, and looks as if it weighed scarcely so much. The boiler holds about two gallons of water, the cylinder is two inches in diameter, and the length of the motion of the piston is four and five-eighths inches, and it is effected two hundred and sixty-six times per minute. The safety is regulated so as to make the pressure in the boiler sixty pounds on the square inch."

"With this burden," he declares in conclusion, "the engine traversed the whole round of one hundred and forty yards in thirty seconds, going, therefore, at the rate of nine and a half miles per hour. A man of moderate size, by taking along with him fuel and water, the food of this brazen horse, might travel with such a machine upwards of two hundred miles a day, and find his bearer as fresh as when the journey commenced.

The younger part of our readers will be surprised to learn that two gallons of heated water afford the whole power in this case; for the machine itself merely directs that power, and rather lessens than adds to its energy."

In 1832, when Mr. Baldwin received an order from the Philadelphia & Germantown company for the construction of a locomotive, he undertook the task with energy and certainty of success. It was finished in about six months, and placed on the road on November 23 of the same year—the old "Ironsides," one of the famous locomotives of its day. "The whole work on this memorable pioneer among American locomotives," we are informed in the life of Mr. Baldwin,* "occupied about six months. It was driven forward under a pressure of difficulties which would have disheartened a less determined man. Not the least of these was the lack of any place to do the heavy forging. The only blacksmith shop in the factory was in the cellar, and all the unwieldy work on the engine had to be done in other establishments. While this experiment was still in progress, he had contracted for a more commodious building in Lodge alley, between Seventh and Eighth streets, with a considerable front on Market street. He contrived to move into the new place without losing a day on his favorite work, and here the running gears were attached and everything made ready for the grand trial, which took place November 23, 1832."

*'Memorial of Matthias W. Baldwin,' Philadelphia, 1867 (privately printed), p. 49.

At a previous point in this record, mention has been made of the difficulties attending her trial trip, all of which have been carefully avoided by the enthusiastic local chronicler of the day, who, in the columns of the *American Sentinel* of November, 1832, furnishes the public with the following glowing account:

"It gives us pleasure to state that the locomotive-engine, built by our townsman, M. W. Baldwin, for the Philadelphia, Germantown & Norristown Railroad company, has proved highly successful. In the presence of a number of gentlemen of science and information on such subjects, the engine was yesterday placed on the road for the first time. All her parts had been previously highly polished and fitted together in Mr. Baldwin's factory. She was taken totally apart on Tuesday and removed to the company's depot, and yesterday morning she was completely together, ready for travel.

"After the regular passenger-cars had arrived from Germantown in the afternoon, the tracks being clear, preparation was made for her starting. The placing the fire in the furnace and raising the steam occupied twenty minutes. The engine (with her tender) moved from the depot in beautiful style, working with great ease and uniformity.

"She proceeded about half a mile beyond the Union tavern, at the township line, and returned immediately, a distance of six miles, at a speed of about twenty-eight miles to the hour. Her speed having to be greatly slackened at all road crossings, and it being after

dark, but a portion of her power was used.

"It is needless to say that the spectators were delighted. From this experiment there is every reason to believe this engine will draw thirty tons gross at an average speed of forty miles to the hour, on a level road. The chief superiority of this engine over any of the English ones known consists in the light weight—which is but between four and five tons—her small bulk and the simplicity of her working machinery.

"We rejoice at the result of this experiment, as it conclusively proves that Philadelphia, always famous for the skill of her mechanics, is enabled to produce steam-engines for railroads combining so many superior qualities as to warrant the belief that her mechanics will hereafter supply nearly all the public works of this description in this country, and by our superiority in the adaptation of this motive power, as we have hitherto in navigation, perhaps supply England herself.

"By the company's advertisement in to-day's paper, it will be seen that this engine will take her place regularly on the road this day."

Even better testimony than that of the enterprising newspaper reporter of the day, as to the old "Ironsides" and her early performances, is furnished in the words of a man who is yet living, and who was among the first engineers who had her in charge. James Moore, consulting engineer of the Central Railroad of New Jersey, has prepared an interesting statement,* under date of Eliza-

beth, New Jersey, November 15, 1883, which supplies information of value as to the road, the engine and some of the railroad methods of the day. "The Philadelphia & Germantown railroad," he writes, "was completed and opened for travel with a double track of iron T rails resting on cast-iron chairs, which were securely fastened to stone blocks by means of screw-bolts, in the spring of 1832. Peter Wager was then president; Henry R. Campbell, chief engineer, and W. T. Lewis and myself assistant engineers. Four-wheeled cars were used, and were at first propelled by horse-power. This being rather slow process of locomotion, the company entered into a contract with M. W. Baldwin for building a locomotive-steam-engine, to weigh about five tons, at a cost, I think, of less than \$5,000. This engine, named 'Old Ironsides,' was put upon the road and run by one of Mr. Baldwin's chief machinists—a Scotchman by the name of Swanson. He ran it for several weeks, when Mr. Campbell ran it for a couple of weeks, when he turned it over to me, and I ran it during sixty consecutive days, including Sundays, and ending in a snow-storm. We did not stop in any case on account of rain or snow. I have seen it stated in print that the engine would not run on rainy days, but that horses would be used instead. This is a grave error (in my case at least), for I ran it on an average of from sixteen to seventeen hours daily, regardless of the weather. I, therefore, consider it a libel on the engine for any person to make an assertion to the contrary. Whatever repairs became necessary to be made on

*This may be found in the Germantown, Pennsylvania, *Independent*, of December 13, 1884.

the engine were made at night, as there were none other to take its place. Who ran the engine after I left, or what finally became of it, I am unable to say, as I went to another road and obtained a position in my profession as civil engineer. The engine had but four wheels, one pair of which were drivers. The rock-shaft was placed under the foot-board immediately in the rear of the fire-box, and was operated by means of treadles, which were moved by the foot. The wheels had cast-iron hubs, wooden spokes and wrought-iron tires. The valve motion was a loose eccentric for each cylinder. When in motion the engine could only be stopped by changing the eccentric on the axle by using the foot-treadles. To move forward or backward, from a state of rest, the eccentric had to be changed again by the same means. The engine could not be reversed from the forward to the backward motion, or *vice versa*, by one movement of the eccentric only. It required two: First to throw it out of gear from one motion, when it would stop, then into gear for the other. When starting from a station with an extra heavy train, it was necessary to move the valves with hand-levers, which were attached to the rock-shaft, and when well under way to throw the eccentric into gear by means of the foot-treadles. The advantage of working the valves by hand-levers, when starting, will be apparent when it is considered that they were thrown wide open instantaneously, instead of gradually, and thus giving a full head of steam at once. Many trains were started in this

way that could not have been started otherwise.

"As previously stated, the engine was to have weighed about five tons, when, in fact, it weighed nearer seven tons, and on that account the railroad company were seriously deliberating whether it was not too heavy for the road; and I believe had it not been for the strenuous efforts of Mr. Campbell and myself, they would have rejected it. If they had thrown it back on Mr. Baldwin's hands at that time, it is very doubtful whether he would have ever built another.

"Four-wheeled passenger-cars were used at this time, and the body was suspended upon leather thorough-braces, similar to the old-fashioned Concord coaches. The seats were placed around on the inside, so that the passengers rode facing each other. A double row of seats was placed upon the top of the cars also, and passengers sat back to back. When collecting fares, the conductor did not enter the car for that purpose, but passed around on the outside on a foot-board, and made his collections. There were no brakes either upon the engine or the cars, consequently the train had to be stopped by reversing the engine. Sometimes the eccentrics would stick fast, so as not to revolve, in which case the engine could not be moved in either direction. This occurred on several occasions before the cause of it was discovered, and it caused considerable anxiety to Mr. Baldwin."

"One of the very few moments of

despondency in his whole life," continues the biographer of Mr. Baldwin, already quoted, "was occasioned by the ungracious reception awarded to this machine. In the spring of 1833, when he finally received \$3,500 for his work — \$500 less than the contract—he remarked to one of his apprentices, 'This is our last locomotive.' The remark was called to mind when the same apprentice, now an officer in the factory, happened to notice 1,500 on the engine erected at the time of Mr. Baldwin's death."

It was declared by the newspapers of the day that the "Ironsides," was capable of carrying thirty tons, at an average speed of forty miles an hour, although its own weight, because of the restrictions of the company purchasing, was but between four or five tons.*

"No one need be told that when the rails are wet there is less adhesion than at other times, and as the grades were steep, it is not surprising that one of the lightest engines ever built was unable to draw all the cars, and all the crowd that panted for the novelty of a trip by steam. The company, however, appear not to have been satisfied with its performances, and demanded a reduction of \$500 from the contract price, which was \$3,500. His initial experiment in building locomotives was not, therefore,

encouraging to Mr. Baldwin, and it is probable that, at that time, he did not expect to live to see the day when No. 1,500 (1868) would be placed on an engine of this description constructed in his shops."

Again taking up the thread of American railway invention running through the United States patent office, we find protection of that character accorded in 1830 to Ezra Child of Philadelphia, for a rotary steam-engine for propelling carriages on railroads. It was vouched for as an invention of great value by Dr. Jones, the editor of the *Journal of the Franklin Institute*, while the *United States Gazette* of Philadelphia declared it to give promise of great use, "especially in propelling carriages on railroads, upon which it may be made to ascend at almost any desired angle; it is remarkably compact, of very trifling weight, and will draw a carriage at unusual velocity; it may be made at one-quarter of the expense of Mr. Stephenson's."

The extent to which the inventors of America were interested in railway mechanics may be inferred from the fact that in 1830 seven patents were issued for improvements on the steam engine, and twelve relating to railroads. Among these were one to Samuel Lane of Hallowell, Maine, for an endless chain and railway horse-power; to Thomas Ewbank, New York, for preventing the explosion of boilers; to Aaron B. Quimby of Hagerstown, Maryland, for the same; I. Loughhead and J. B. Chapman, Philadelphia, guard for the same, etc., etc. In March, 1831, the

* 'American Manufactures,' Vol. II., p. 539: "Among the Notices in Poulson's *American Advertiser* of that period, is the following novel advertisement:

'Notice.—The Locomotive Engine, built by M. W. Baldwin of this city, will depart daily when the weather is fair, with a train of passenger-cars. On rainy days horses will be attached.'

American Steam-Carriage company was formed in Philadelphia, composed of Colonel Stephen H. Long, United States army, William Norris and others, for the purpose of building locomotives after a plan prepared by Colonel Long. The first engine built at the Phoenix foundry, Kensington, proved a failure, but the second one was a success; and out of this beginning came the Norris Locomotive works, an enterprise that afterwards grew to considerable importance.

During this year, 1831, the Mohawk & Hudson imported from England an engine made under George Stephenson's direction, that was mounted on four wheels, all drivers, and weighed near seven tons. The wheels were four feet in diameter, and the axles four and a half feet apart, or from centre to centre. Some observations that grew out of its operations, as noted by John B. Jervis, the eminent civil engineer,* may be pertinent as illustrating the point to which this department of railway knowledge and operation had then grown. "The performance of the engine," he writes, "was at that time satisfactory as to power. The frame was twelve feet long, and the axles being four and a half feet apart, it projected beyond the bearing on the axles near four feet each way. It was readily observed that a vertical inequality in the surface of the rails caused a vertical motion at the ends of the frame of about double this unequal-

ity, producing an unsteady and shaking motion to the frame of the engine, very unfavorable to the machinery and the engine-men. It was further evident that this leverage action of the frame was unfavorable to the track. The first thought for a remedy for this difficulty was to spread the axles further apart; but to do this to such an extent as would materially remedy the evil was at the same time considered inadmissible, on account of the increased labor and danger it would cause in passing curves in the line of railway. The track of the Mohawk & Hudson company was a well-constructed one of the kind, very direct, and in good order, probably as smooth at the time referred to as any railway: it was a flat bar or plate rail, laid on southern pine rail timbers, well secured: still the action before mentioned was very unsatisfactory. My observations on the action of the Mohawk & Hudson engine led me to inquire into some means of providing a remedy. There had been six-wheeled engines put in operation, but they were on a single frame, the third pair of wheels merely added for support, and all worked in the single rigid frame; at that time no six-wheeled engine, or of more than six wheels, had been successfully run at high speed. It appeared important to provide guiding wheels that should be geared favorably to follow the track, and support one end of the engine frame, so that the engine and all its working parts would be supported by the same rigid frame as on the four-wheeled plan.

"While engaged in these considerations

* 'Railway Property: A Treatise on the Construction and Management of Railways.' By John B. Jervis, New York, 1861, p. 156.

the attempt was made by a fellow-engineer to mount an engine on eight wheels, geared as two wagons, so coupled that each would be free to conform to the curves of the rail, and the machinery to conform to the changing parallels of the two wagons by movable joints. Here was the idea of working two wagons, so coupled as to constitute an eight-wheeled vehicle, but without a common rigid frame, and consequently the machinery, resting on two separate frames, depended on their movable joints to adapt them to the changes of parallelism constantly taking place on the rail. A similar effort had previously been made to adapt two wagons as support for an eight-wheeled engine, but the plan had not succeeded in a manner to be practically useful. It did not appear to me that any plan would succeed that did not provide a rigid frame for the engine machinery. The difficulty appeared to be in obtaining a connection between two frames that should work free and be secure on the rail under high speed. There was no doubt it would work well at low speed; but nothing of the kind had been adapted to, or previously attempted for, high speed, then much demanded for railway travel. Two four-wheeled cars or wagons had been coupled together so as to form one eight-wheeled car for transporting long timber and heavy stone, but it gave no confidence for high speed."

Mr. Jervis devoted a great deal of time and labor to the solution of this problem, and finally evolved a plan which came into general use in the country. For its leading features it had

a guiding truck, or four-wheeled car, arranged as best adapted for following curves on the rail and keeping on the track and at the same time supporting steadily the forward end of the engine frame. His plan was prepared in the fall of this year, and sent to the West Point Foundry association. The engine was accordingly built and placed on the Mohawk & Hudson railway in the summer of 1832. This was the "Brother Jonathan," and its working satisfied Mr. Jervis that the truck principle would be successful, "though," as he tells us, "the engine was not so in other respects, the attempt having been made to adapt the boiler to the use of anthracite coal, and this required to be changed, which was done the following winter. I then prepared a new plan for an engine for the Saratoga & Schenectady railway, following substantially the same plan, except as to the boiler, and sent it to George Stephenson, esq., of Liverpool, who constructed the engine, and it was placed on the Saratoga & Schenectady railway early in the following summer."

In the summer of 1832 a statistical editor, interested in railways, furnishes us with a collection of facts concerning locomotives then in use, and the results of their labors. One of Stephenson's build had made a trip from New Castle to Frenchtown, a distance of sixteen and a half miles, with a tender and passenger-car, in fifty-two minutes, and returned with a train of seven burthen-cars and one passenger-car. "She ascended the hill near Frenchtown, where the rise is thirty feet in a mile, with considerable labor, but without

stopping, and after that went off at the rate of ten miles an hour—the last five and a half miles were passed over in twenty-eight minutes. The whole weight moved was estimated at fifty tons." Four new locomotives have been ordered for the Charleston & Hamburg; and one has arrived from Liverpool for the Baltimore & Susquehanna. "The locomotive of Davis & Gardiner of York, Pennsylvania," has been started on the Baltimore & Ohio, "with the entire train of cars destined for Ellicott's Mills, fourteen in number, the whole load weighing fifty tons. She went off in gallant style, at the rate of twelve miles an hour, but after proceeding some distance was stopped to make an alteration in certain of her fixtures, and returned to the depot." A few days later it is said of the same engine that "twenty-five tons were carried thirteen miles in an hour and five minutes, the first seven miles being traveled in thirty-four minutes. The remainder was passed at the rate of ten or twelve miles an hour. The fuel was anthracite coal, and there was more than enough steam through the latter half of the distance, where the greatest power was needed."

A fruitful experiment was tried on the Baltimore & Ohio in the fall of 1832, when steel springs were placed on the locomotive "York," and were found to answer so well that they were afterwards placed on the passenger and freight-cars. The road, in its then imperfect and unfinished condition, was of necessity rough and uneven, and it was found that the springs greatly assisted in maintaining an easy motion and diminishing

the jar consequent upon curvatures and disjunctures of the rail. It was also found that in applying them to the freight-cars they allowed a considerable increase in the load without involving a *pro rata* destruction of the rail or requiring an increase of motive power.

In the summer of 1833 we find it recorded in the Philadelphia *Daily Chronicle*, that the locomotive "Pennsylvania," invented and built by Colonel Long—whose first had proved a failure—had been fairly tried on the Germantown road, and approved. Experiments showed that it was capable of drawing thirty-two tons on a level road, at a speed of fifteen miles an hour, and that with ease. The weight of the engine was four and a half tons, the boilers evaporated two hundred gallons in an hour, in which time they caused the consumption of something less than two bushels of anthracite coal, the only fuel used. The wheels were made of wood, each with an iron tire of three parallel concentric circular bands. It was added that Colonel Long had employed himself for some time past in experiments in the use of anthracite coal for the production of steam, and had succeeded "in a degree above the most sanguine expectations with which he started." With his arrangement of the furnace and the flue, it could be used to better advantage than the best pine wood. "It sends forth no sparks to burn or alarm passengers careful of their dresses, and emits no disagreeable or pernicious vapor; and it enables the director to travel without the encum-

brance of a tender, as the fuel and the water are both carried on the engine." At about the same time "a new locomotive-engine, constructed by Mr. R. L. Stevens" (of Hoboken), was placed on the Camden & Amboy, and performed good work. "The rate of going has not yet been settled," adds the account, "but the greatest curves have been passed at the rate of forty miles an hour, because of certain improvements made in the axle-trees. The rate of twenty-five or thirty miles an hour, it seems, is attained without any seeming effort. The capacity to generate steam has also been much improved; and, from the experiments made, it is hoped that anthracite coal may be used for that purpose." Further knowledge of the same engine may be gained from the *United States Gazette*, which contains a communication describing it in full, under date of June 12, 1833. "I was yesterday," says the writer, "in crossing New Jersey, compelled to stop by the way, and was so much gratified with the operations of a locomotive-engine on the Camden & Amboy railroad that I avail myself of your columns to make it known to the public. This engine, I understand, is the second one completed for this company by Mr. Stevens, with improvements on the English engine imported by them. Six or seven more, it is said, will be added in a few weeks, when this species of power will be used on this road. This engine, though only put up on Monday, and never before worked on a road, yesterday ran from Amboy to Bordentown in the most admirable manner. The dis-

tance from Highstown to Bordentown was performed at the rate of eighteen miles an hour. The speed was occasionally increased to thirty miles, and could evidently have been very much accelerated. My object, however, in noticing it, is to call public attention to an invention by which all difficulties from curvation in railroads are overcome, and the advantage is so obvious that one is astonished in looking at it that the idea has never before occurred to those interested in the subject. The difficulty from curves in the line of a railroad has arisen from the axle of the wheel of the carriage being stationary—their tendency to a direct line and the consequent increase of friction from the action and lateral pressure of the flanges of the wheel upon the edge of the rail. In carriages drawn by horses the draughts have a tendency to remove the difficulty by inclining the carriage to the direction of the line which is pursued by the horse. It was necessary to overcome it altogether to enable a carriage to run as free on a curve as on a straight line. By the improvement alluded to this desideratum is attained.

"I am no mechanic, but perhaps can make myself sufficiently explicit to be understood. The improvements consist simply in a change in the mode of attaching the axle to the carriage. The boxes, instead of being stationary in the frame of the carriage, work upon a sliding plane so as to admit of a change in the position of the wheels. The ends of the axle run in a strong frame-work, which is projected in front of the carriage and is there attached to the axle

of the two smaller wheels. As the carriage is propelled forward these guide-wheels follow the direction of the track, and always preserve the parallelism of the carriage-wheels with the rails. I witnessed several experiments on the most severe curves on the line. The result was uniform and the success was complete. The flange never touched or run near the rail. It was manifest, on an examination of the wheels at Bordentown, that this had been the case throughout, although the curves had purposely been passed at the highest speed of the engine. I understand that this was but a repetition of prior experiments made with another engine on a carriage of the same construction, with which a train of ten cars, besides the tender and a weight, exclusive of the carriage, equal to 340 passengers, was propelled without the slightest impediment over all that portion of the line from which any difficulty could be anticipated."

The writer concludes with an opinion that Mr. Stevens will secure a patent for "this valuable invention," overlooking the fact that it was by no means new in principle, as it was a part of the combination claimed to have been invented by James Wright of Columbia, Pennsylvania, for the purpose of causing railroad-cars to pass with equal facility on curved or straight roads, for which he obtained a patent in September, 1829. He also overlooked the fact that a *vibrating axle* was provided for in the patent granted Ross Winans in October, 1828.

The "Atlantic," which had been

doing good service upon the Baltimore & Ohio ever since it was turned out of the shops at York, was one of the machines upon which the eyes of railroad managers were fixed, and in July of this year, an account of the manner in which it had performed its duties was furnished the public through the columns of the *Baltimore Gazette*. At the date of writing it had been running for four or five months from Baltimore to the foot of the inclined planes, a distance of forty miles, and back again on the same day. The notes taken of its performances thereon were thus given: Upon this portion of the road thirty-three miles are ascending, at various grades, of from ten to forty feet per mile, exceeding in the ascent twenty feet per mile on the average, and the whole forty miles is almost a constant succession of curves of four hundred feet radius and upwards. Upon this road the Atlantic has drawn, on the outward or ascending trip, thirty tons at the least, at the rate of seventeen miles per hour, with only fifteen tons. Her practicable speed exceeds any safe limit on a curved road. The "Atlantic" has drawn ninety-two tons on a level, at the speed of nine miles to the hour, and has brought seventy-two tons from the half-way house, six miles, to Baltimore, at a rate of twelve miles to the hour, on the level parts of the road, passing two summits, of sixteen feet per mile, for half a mile, each at the rate of six miles an hour. The train which recently brought in the President weighed forty tons, and passed over the same distance at the average speed of fifteen miles an hour.

The power of the engine is such as to overcome the adhesion of the bearing wheels, of soft metal on dry rails, with four tons' weight resting on them—in other words, when too great a weight is attached to the engine, or too steep an ascent attempted with her, the wheels fly round on the rails without moving the car. This shows the ample supply of the steam, and in a new engine now building it is designed to couple the wheels so as to employ the adhesion of all four, with the view to render the superabundant steam available. The motion of the piston, compared with that of the wheels or progressive motion of the engine, is as one to five and one-half. The only fuel employed is anthracite coal, which burns without any difficulty, and it is believed with more economy and convenience than any other. The trip of eighty miles per day is performed with one ton of it.

The *Scotsman*, a few months later, publishes an account of the performances of a locomotive on the Garnkirk & Glasgow road, in hauling a train of seventy loaded cars from Gartgill colliery to the depot at Glasgow, a distance of eight miles, in one hour and five minutes. "The gross weight of the wagons was two hundred and eighty-

seven and a half tons, and of the engine and tender fourteen tons seven hundred-weight, making a total of three hundred and one tons seventeen hundredweight. A great proportion of the distance is quite level. The ordinary resistance on a level line is nine pounds per ton, so that the engine must have been exerting a power of about two thousand seven hundred and eighteen pounds. The diameter of the cylinder is twelve and a half inches, the length of the stroke twenty-two, and the pressure at fifty-five pounds per square inch. The train extended over a distance of upwards of two hundred and seventy yards, and presented to view a grand and interesting spectacle, while it afforded a most wonderful exhibition of locomotive power to those who take an interest in the important National question of the improvement of our internal means of communication."

The growing trade upon the Baltimore & Ohio, and the rapid increase of its rolling stock, induced that company to take an important onward step in 1833, in the erection of shops of their own at Mount Clare for the manufacture and repair of their machinery, considerable difficulty having been experienced in letting the work out by contract.

J. H. KENNEDY.

[To be continued.]

THE RAILROAD MEN OF AMERICA.

•JAMES S. T. STRANAHAN.

The Honorable James S. T. Stranahan of Brooklyn, New York, has been active in so many fields of public and private usefulness, that only a glance

at all the features of his long career will convey an idea of the amount of good work he has been able to perform, and the results of that work will stand as a perpetual monument to his memory. He comes of a family noted for thrift, industry and high character. The first of that family that settled in America was James Stranahan, who settled in 1725, in Scituate, Rhode Island, and brought to his new home, as among his best possessions, the strong and self-reliant virtues of his Scotch-Irish ancestors. He proved himself a prosperous and intelligent farmer, and died in Plainfield, Connecticut, in 1792. James, the eldest of his three sons, a thrifty farmer and revolutionary soldier, also lived and died at Plainfield, and his fifth son, Samuel, born 1772, married Lynda Josselyn, and became one of the first settlers of Peterboro, Madison county, New York. His son, James S. T. Stranahan, was born at that place on April 25, 1808. His childhood was spent on the home farm and among his father's mills, with the usual winter schooling, until he was seventeen years of age, when he assumed the responsibility of his own support. He continued his studies for a time in the academies of the county, to which he added the discipline of one year's teaching, and found himself fitted for the duties of a civil engineer; but abandoning his purpose of a life in that profession, in a larger view of opening trade with the Indians, he visited in 1827-8 the region of the upper lakes. But after several interviews with General Cass, then governor of the territory of Michigan, and

several journeys of exploration in the then western wilderness, he abandoned that project and formed a partnership with some gentlemen of Albany for dealing in wool. In 1832 he was persuaded by Gerrit Smith, who had known him from early years, to undertake the founding of a manufacturing village in a township owned by Mr. Smith, in Oneida county. He undertook the enterprise with all the enthusiasm and vigor of a young man, and by his great executive and organizing power, made it a success—the town of Florence increasing from a population of a few hundred to that of two or three thousand. In 1838 Mr. Stranahan was sent from Florence to the assembly, being elected on a Whig ticket from a Democratic county, and although comparatively young, he was judged a fitting compeer for men of the first ability, an unusual number of whom were gathered in that assembly, owing to the political struggle connected with the suspension of specie payment, and the agitation of the Sub-treasury act urged upon congress by the then President Van Buren.

In 1840 Mr. Stranahan removed to Newark, New Jersey, and became largely interested in the construction of railroads. He was one of the first of those far-sighted men who, foreseeing the value of railroad property, took stock in payment for construction, and thus became the owners and controllers of the roads they had built. In 1844 Mr. Stranahan removed to Brooklyn, where the people so well recognized his usefulness in the discharge of public

trusts, that he was not allowed to remain long in retirement. In 1848 he was elected alderman of Brooklyn, and was nominated for mayor of the city in 1850, but defeated. In 1854, during the tremendous excitement growing out of the repeal of the Missouri Compromise, and when the north was aflame over the anti-slavery agitation, Mr. Stranahan was nominated for congress, and although he ran in a district that was strongly Democratic, he was triumphantly elected after a most vigorous contest. In the house of representatives his course was marked by a rigid attention to duty, and he served his constituents and the country with the utmost fidelity during the stormy period which he passed in Washington.

In 1857, when the first metropolitan police commission was organized, Mr. Stranahan was appointed a member, and was active in that board during the struggle between the new force and the old New York municipal police, who revolted under the leadership of Fernando Wood, then mayor. During this time Mr. Stranahan was an earnest Republican, although never allowing his party animosities to influence his personal relations. In 1864 he was made one of the Presidential electors on the Lincoln and Johnson ticket, a fitting consummation of his previous action as a delegate from the state of New York to the Republican National conventions of 1860 and 1864, in both of which he voted for the nomination of Lincoln for the Presidency.

It is needless to say that Mr. Stranahan was a devoted adherent to his

country's cause all through the War of the Rebellion, and that his aid was given in all possible ways to the support of that cause. He served as president of the war fund committee, an organization of over one hundred leading men of Brooklyn, whose generous patriotism originated in the sessions of this organization, the *Brooklyn Union*, that there might be one journal of that city in full accord with the government. Its purpose was to encourage enlistments, raise money for the soldiers and further the efforts of government in the prosecution of the war by every means. Mr. Stranahan's vigorous qualities, his great executive ability and his confident view of the future were of untold service in promoting the efficiency of the committee, so that it did not flag in its efforts till the country's need ceased in the subduing of the rebellion. In the sanitary aid it rendered it was allied with the Woman's Relief association, of which Mrs. Stranahan was president, and through the combined efforts of the two organizations culminating in the great sanitary fair, four hundred thousand dollars in money were paid into the sanitary fund at one time. Since the war Mr. Stranahan, although true to the principles of the Republican party, has taken little or no part in politics.

But it is in connection with the various public enterprises of Brooklyn that Mr. Stranahan has done his most effective public work, and made his stamp upon the city's development so deep that it shall last for all time. His extended services as the head of the

park commission opened a field of labor for which he was conspicuously fitted. Becoming president of the commission under the legislative act of 1860, he remained in office until 1882, and under his direction the plans for Prospect park were matured and carried into execution and this magnificent pleasure-ground will ever remain a monument to the ability and skill with which he gratuitously served the community. He was also the father of the splendid system of boulevards, the Ocean Parkway and Eastern Parkway, which give to Brooklyn a system of drives unsurpassed by any in the world. The Concourse at Coney island also grew out of his instrumentality, and but for the meagre appropriations by the county authorities, would have been of even greater benefit to the public than it is. No wonder that the Brooklyn *Eagle*, a journal politically opposed to Mr. Stranahan, felt compelled to voice the truth and public opinion in these words: "Prospect park is pre-eminently his work. But for his foresight and perseverance we should not now be in possession of that noble resort; or, if possessed of it, the purchase money would have been double the amount paid under Mr. Stranahan."

By projecting the Boulevard and the Concourse he may be said to have called the Coney island of to-day into existence, an existence which has already been worth a great deal more to Brooklyn than the cost of all the public works in which he has a hand, and which must go on increasing in value. The truth is that Mr. Stranahan

is one of the very few men who have creative genius. In the not remote future, the question will be asked by intelligent writers, Who were the real architects of Brooklyn? Who were the men who lifted her out of the cow-paths of village advance and put her on the broad track of metropolitan importance? When that question is answered, the name named with greatest honor will be that of James S. T. Stranahan."

To this remarkable foresight must be added, in any enumeration of Mr. Stranahan's mental qualities, his patient waiting for results after once adopting a course approved by his best judgment. He is patient with the views of those of less experience than himself, and in all his extensive operations has been open to advice and suggestions from those connected with him or under him. His management of the park employes during the twenty-two years of his control of that department was a practical exemplification of the civil service reform, the practical proof of which lies in the fact that at the time he left the park commission the foreman and clerks had been in the department for the whole of his term, and even the laborers averaged five years' service. The same commendable course was pursued by Mr. Stranahan all through his personal business career.

Mr. Stranahan's aid and influence have been given to yet other improvements in the city of his chosen home. Under his direction was developed the great Atlantic dock improvement with its one mile of solid warehouses surrounding a basin of forty acres, the most

extensive and complete undertaking of its kind in this country, and of which he is the principal owner. The Union Ferry company for thirty-five years has had the advantage of his counsel and assistance. Mr. Stranahan is among the oldest members of the chamber of commerce and holds a similar relation to the leading moneyed and charitable institutions in Brooklyn.

While the great East River bridge, that binds New York and Brooklyn in such close commercial and social union, is in a measure opposed to the interests of the Atlantic docks in which Mr. Stranahan is so deeply interested, that fact did not for a moment stand in the way of his advocacy of a measure that he felt was for the general good. He was connected with the bridge from the outset and one of the board of directors and trustees, up to the time of its completion, serving as a member of the executive committee, and upon nearly all the important special committees appointed during its construction. He was selected to preside over the interesting exercises with which the bridge was formally opened to public use on May 24, 1883, and president of the board at the time of his retiring from the duties of trustee, in 1885, being at the time the only remaining member of the original board.

Mr. Stranahan has for years taken strong ground, in public speeches and elsewhere, in favor of the consolidation of New York and Brooklyn under one municipal government. In an address delivered at the annual banquet of the chamber of commerce on May 8, 1883,

he pointed out the advantages of such union in a few words that were as happy and as brief a statement of the case as any man could have made, and one does not know which to most admire, the clearness of expression or the weight of argument thrown into a little space. In the course of that address he said :

"Mr. Chairman, Brooklyn has another idea, and it has long had it, the accomplishment of which she hopes will be facilitated by this bridge. The Thames flows through the heart of London, and the Seine through the heart of Paris ; but in neither case have you two cities. It is London on both sides of the Thames, and Paris on both sides of the Seine. The corporate unity is not dissevered by either river. Numerous bridges make the connection between the two sides in both cities ; and it is best for both that it should be so. The population on neither side would be advantaged by being split up into two municipalities. (Applause.)

"Here, however, we have our New York city and our Brooklyn, with the East river rolling between them. They are distinct cities, in immediate contiguity with each other, and separated by a water highway. Is this distinctness of municipality any advantage to either ? I think not. Would the consolidation of these two cities into one municipal corporation be any harm to either ? I think not. The people are the same people, have the same manners and customs, and have common commercial and social interests ; and one municipal government would serve them quite as well as two, and at far less cost. I

know of no reason why this distinctness should be continued other than the fact that it exists; and I confess I see no good reason why it should exist at all. I may be mistaken, but I think that the public sentiment of Brooklyn would cordially welcome a consolidation of the two cities under the title of New York. The East River bridge, now superadded to the ferry system, will, as Brooklyn hopes, so affiliate the two in heart and sympathy, and so facilitate their mutual intercourse, that both, without any special courtship on either side, will alike ask the legislature of the state to enact the ceremony of a municipal marriage; and if this shall be done, then I venture to predict that each will be so happy and so well contented with the other that neither will ever seek a divorce." (Applause.)

Mr. Stranahan's latest appearance, in connection with public events, was in November, 1888, when he was elected by the state of New York as one of her electors at large, in the electoral college, upon the Republican ticket. An appearance of a somewhat different character, but illustrating the honor in which this gentleman is held, occurred on the evening of December 13 of the same year, and which is thus described by the *Brooklyn Eagle*: "The *Eagle* to-day reports the merited but remarkable tribute to the Honorable James S. T. Stranahan, tendered last night by a representative gathering of his fellow-Brooklynites. The occasion was a recognition of signal achievement, of magnificent character, of splendid abilities and of the fact that the chief citi-

zen of this city has passed the eightieth milestone on the road of life, his eye undimmed and his natural force not abated. The event informally divided itself into a social greeting of the distinguished guest in the parlors of the club house, before the assemblage in the dining-room into the banquet proper, and into the addresses of tribute and felicitation which followed. Each event was a marked success. The venerable guest of the evening required no introduction to those who thronged around him. Each had for him a hearty salutation. For each he had an apt and courteous acknowledgment. Mr. Stranahan never looked, and said he never felt, better. A larger assemblage of members and friends of the Hamilton hardly ever gathered in its halls. If there had been any doubt of the ability of the committee in charge to make the occasion the climacteric one in the history of the club, the representative attendance and the perfection of arrangements removed that doubt."

Mr. Stranahan has been twice married. His first wife, Marianne Fitch, was a native of Westmoreland, New York, to whom he was married in 1837. She was a most excellent wife and mother, and died in August, 1866. His second wife was Miss Clara C. Harrison, a native of Massachusetts, a lady of culture, refinement and high mental and moral qualities, and devoted to many causes of a benevolent and reformatory character.

Mr. Stranahan's great business ability can be guessed somewhat from the foregoing, and repetition upon that point is

needless. His personal qualities are such as to commend him to the highest appreciation and honor in the community in which he has so long resided. He has, in daily life, a genial appreciation of others, a sympathetic manner and a keen sense of humor. He has a wit based in his clear picturing of thought, which enables him easily to shift some feature of it and turn the whole into comedy; or, when not humorous, to make his conversation striking and picturesque. As one who knows

him well has said: "Looking at his face, you see that he is a man having a far-reaching intellect, and viewing his work, you become aware that he has not less resources of energy. A wise legislator, a promoter of great public works, a comprehensive man of business, a philanthropist and a Christian, he has in each of these stations done an able part, which will adorn coming history as well as the record of his own times."

JAMES M. MARVIN.

James M. Marvin of Saratoga Springs, New York, was born at Ballston, Saratoga county, New York, on the twenty-seventh of February, 1809, and has, therefore, passed the threescore limit with his natural force unabated to enjoy the fruits of an active life and a well-directed industry.

The years of his business activity cover a period prolific with inventions, increasing material prosperity, among which the railroad from a questionable experiment developed into that marvelous system of transportation and communication, without which the wonderful progress of this country would have been impossible.

Always an appreciative friend of the railroad, he has contributed to, as well as profited by, its success. Mr. Marvin is a direct descendant of Matthew Marvyn, who was born in England in 1600, and who emigrated from the port of London to New England, with his wife and five children, in the ship *Increase*, Robert Lee, master, in 1635.

The records of Westminster hall show that Matthew Marvyn having taken the oath of allegiance and supremacy as also, being conformable, etc., was permitted to embark. Matthew Marvyn was one of the original proprietors of Hartford, Connecticut, and was among the pioneers in the settlement of Norwalk, which he represented in the general court in 1654. From this pilgrim stock Mr. Marvin inherited the energy, courage and broad views which have contributed to his prosperity and popularity.

Mr. Marvin spent his boyhood on a farm, receiving a good English education, but soon found the field of agriculture too narrow for one whose capital consisted principally in his business abilities and enterprise.

In 1830 the growing reputation of Saratoga Springs attracted his attention, and believing it offered a promising field for success, he removed thither, and from thenceforth it became the home of his choice. He soon became

identified with the United States hotel, and under his management it became the most famous summer hotel in the world and the resort of the wealth and fashion of the United States.

It also became a favorite resort of politicians and the headquarters in summer of the Albany regency. In succeeding years, Clay, Van Buren, Webster, Buchanan, Marcy, Silas Wright, John Slidell, Robert Winthrop and a host of others became the guests and friends of Mr. Marvin, and with their followers met and discussed the varying political situations of the country under the invigorating influences of the salubrious air of Saratoga.

In 1846 Mr. Marvin was chosen to represent one of the districts of the county of Saratoga in the state legislature, and during this session application was made for the charter of the Hudson River railroad. This project was warmly opposed by those interested in the Harlem railroad, who constituted a large and powerful body. The usual argument, that the chartering of a rival road would endanger the success of the Harlem and render the possibility of the success of both projects doubtful, was urged before the legislature. Mr. Marvin having great faith in the beneficial results of railroad enterprises, became warmly interested in the contest in favor of the Hudson River railroad, and to his popularity among the members of assembly and his energy and sagacity was attributed the success of procuring a charter at that session. In after years Mr. Marvin became a warm and intimate friend of the late Commo-

dore Vanderbilt, and when that distinguished railroad magnate acquired a controlling interest in the Hudson River railroad, he chose Mr. Marvin as a member of the first board of directors and continued him in that position. Mr. Marvin had abundant reason to congratulate himself on the magnificent success of an enterprise to which years before he had given an ardent and disinterested support.

Mr. Marvin was for many years a director of the Saratoga & Schenectady railroad, which was among the first railroads constructed in the state of New York and to which he made large concessions of land for terminal facilities.

In 1862 Mr. Marvin was elected representative to the Thirty-eighth congress and was reëlected to the Thirty-ninth and Fortieth congresses. He served with credit on various important committees and enjoyed the warm friendship of all the prominent men of both political parties.

With the growth and prosperity of Saratoga Mr. Marvin has been largely identified. In addition to many offices of trust and honor, he has been foremost among public-spirited citizens in efforts to make his adopted home the queen of American watering-places. The necessity of pure water, of perfect drainage, of broad avenues and beautiful drives was fully appreciated by him, and largely by his wise counsels these great advantages have been secured.

In September, 1838, Mr. Marvin was married to Miss Rhoby Barnum, daughter of Eli Barnum of Ballston, an intel-

ligent and beautiful woman, and recently they had the rare pleasure of passing their golden wedding amid the congratulations of children and grandchildren and hosts of admiring friends. A life

of active usefulness and unquestioned integrity has been fitly crowned by length of days and universal respect and esteem.

W. T. HILDRUP.

War has its heroes, statesmanship its lights, and not less do the great industries possess historical interest, embracing pluck, perseverance and individual talent, as marked in its way and as necessary to the regular progress of prosperity and wealth to a great commonwealth as the courage of a soldier or the pen of a statesman. Civil life and industrial advance are due to the same forces of character that in war and statesmanship attain credit and renown. The heroes of success in peaceful life are brave, patient, persistent men, devoted to the plan and purpose adhered to under all the changes and fluctuations incident to a period of years that our history is so full of; and to such men do we owe the grand, amazing developments of the National resources—its iron, its coal and its forest—wealth nowhere more apparent than in the great state of Pennsylvania. And the conception, organization and successful building up of our leading manufactories embrace instructive lessons of history and teachings for our young men of talent, who have life's duties and interests before them. The Harrisburg Car Manufactory of Harrisburg, Pennsylvania, is one of those from a small beginning, prominent for the illustration of the life and labors of its manager, W. T. Hildrup, a sketch of whose life we herewith give.

William Thomas Hildrup, treasurer and general manager of the Harrisburg car works and its kindred manufactories, was born in Middletown, Connecticut, February 6, 1822, and is the son of Jesse Hildrup of Hartford, in the same state. He obtained his education in the common schools of the district, and was an apt and advanced scholar, especially in studies of a mathematical character.

Having learned the carpenter trade, at the age of nineteen years he started out in life, with the sum of twenty-five dollars and a plain set of carpenter's tools, with such energy, capacity and industry as may be inherent in him, to carve his way in the world. Then, as later, young men had their ambition excited, and "Go west, young man," did not originate in Horace Greeley's advice to young men. The west has always been an indefinite locality, but in those days was nearer to the Atlantic coast than now. He first proceeded to Cape Vincent, Jefferson county, New York, working at house and ship carpentering for a period of two years, after which he went to Worcester, Massachusetts, where he entered Bradley & Rice's car works as one of their employés. Determining that a business that was worth following was worth mastering, and that though railroading was in

its infancy, it was bound to be one of the great industries of the country, he set himself to the task of obtaining the highest knowledge of that branch of the business, and was soon noted for industry and skill. He began also a close study of theoretic mechanics, as well as a close application of best practices. During nine years' stay in these works, he became thoroughly proficient in every department. Two years after going to Worcester he married Harriet E., daughter of John B. Esselstyne of Cape Vincent, New York, a daughter of one of the prominent families there, and a niece of the Honorable Orville Hungford, a prominent banker and railroad man of Watertown, New York.

In 1852, believing himself qualified for higher responsibilities and more profitable opportunities, he removed to Elmira, New York, where he established a car wheel foundry and machine-shop. While *en route* to Elmira, he met traveling a prominent citizen of Harrisburg, Pennsylvania, who set before him the advantages that locality possessed for a railroad car works, but he was then too far committed to the enterprise at Elmira to change at that time, but in 1853, a year later, he was induced to visit Harrisburg at the solicitation of several of its citizens, where he consented to take up the enterprise, and then organized the Harrisburg Car Manufacturing company and commenced the erection of its buildings—a small works with a capacity of nine eight-wheeled cars weekly and a capital stock of \$25,000—taking charge as manager, which position he has continued to hold to the present time,

In 1862 the company was entirely re-organized with a capital stock of \$75,000, made up from its original money paid in, and from accumulated earnings—a new departure that greatly augmented its production, employing two hundred and fifty hands. In 1864 its capital was again increased, and so successful had it been that in four years more its capital was raised to twelvefold the original sum, and all from earnings, beside having paid liberal cash dividends, from time to time, during the period. Thus in fifteen years it had risen from a modest beginning of small capacity to a large and prosperous enterprise, with over a thousand busy men in a teeming hive of industry. By his enterprise other establishments grew out of the undertaking—a saw-mill, planing-mill and a large machine works, the property of the parent enterprise.

William Calder (now deceased), the president of the company, whose interests, temperament and disposition harmonized with his own from the very commencement of his residence in Harrisburg, together with himself, was the leading spirit and controlling laborer in developing these great works and the several industries above named, that have each and all sprung from the original \$25,000 invested in 1853, and have grown and flourished under the original manager.

When he first came to Harrisburg there was very little mechanical skill among the artisans of the city. Being possessed of great mechanical ability, skillful and experienced, with a mastery of all the details, he was able to lead practically, and from the crude elements of mechanical attain-

ment bring out a body of skilled workmen, to effect which during the winter of '53 and '54 he established a free school, for the instruction of his young men, in free-hand and mechanical drawing, thus cultivating them in theoretic mechanics and general intelligence for leaders to a higher skill and efficiency.

Having been a mechanic himself, among the first things receiving his attention were the interests and well-being of the workmen under his charge, endeavoring to improve their condition. Custom made the payments of laboring men lax and irregular. He commenced by adopting a weekly payment of partial earnings for the weekly necessities of market, paying the balance in monthly settlements. Other methods were organized for concentrating their wants for coal and flour, which a few substantial dealers would make concessions to secure, the company paying for the same monthly, thus securing to the workmen lower prices than their individual purchases could be made by other means. He has never allowed one dollar to be brought to the treasury of the company by any speculation for reduction of the money promised as wages to the workmen.

By his unselfish, persistent and sincere care of their interests he greatly endeared them to him, and they manifest to him the utmost respect and kindest regard, believing he has the heart to do them justice. In this connection it may be stated, that on his fifty-first birthday, February 6, 1873, he was the recipient of a massive silver tea service of a cost of \$1,250, which was presented to him as a testimonial of affection and esteem by the

employés under his control. The greatest secrecy in getting up this kind remembrance was had, fearing if it came to his knowledge he would suppress the effort, which secrecy was successfully maintained until being invited to meet them for a little manifestation of their kind feeling, supposed to be on his part something more of kindness than value. He was only undeceived when a magnificent chest of silverware was opened to his astonished gaze. It was kindly meant and gratefully received, under protest of the hope that none had been oppressed or coerced into contributing to the purchase for fear of favor to be lost. In this connection it may also be stated, that in the early history of the company, at the second annual meeting, so great was the satisfaction of the stockholders with the success of the enterprise, that the proposition was then made to present the manager with a silver service, at a cost of \$650. He on his part, having his sympathies frequently enlisted by sickness among his men or their families, instead of receiving such testimonial, requested that he be allowed to contribute among the men as need required, from the company's funds, an equivalent sum, which was kindly granted, and from that time forward it has been his policy never to let his employés suffer in sickness of themselves, or their families, oftentimes burying their dead, helping them by advances in slack work, to be worked out in more prosperous times, to which obligation the men have been uniformly faithful, and in case of injury about the works kindly care has been taken of the injured.

His mechanical faculty, perfected by

diligent study with a lifelong practice, has raised him to the higher ranks of best mechanics in the enterprises of the commonwealth. He has largely aided in building up the industries of Harrisburg, and added to its wealth and prosperity, disseminating many millions of dollars to its laborers, thence ramifying through all the trade of the city, and this largely from products sent to foreign states and territories.

The phenomenal success of these works has excited in many other localities the feeling that it is only necessary to have a car works, and the prosperity of the town is assured, which has led to many rival enterprises, having neither needed capital, experience nor skill, establishing for a time competition. Having, however, no knowledge of cost, selling at prices that those with best facilities and experience could not be safe in, has been one of the perplexities of the manager, until the element of time brings the corrective of failure and disaster to such rival institutions.

He is the largest owner in the various works of the company, and is one of the hardest workers of all. Mention is made of other works than those of the car works as interests of the company.

Railroad car building has in its history periodic seasons of depression. In all the history of commercial depression and financial distress, railroads are among the first to feel the depression, and often with the greatest severity. Receipts fall off, expenditures have to be economized, purchases of new equipment suspended, car works without patronage, making them a source of expense and anxiety to the manager and a loss to the stockholders.

In the panic of 1857 this was notably the condition, but a familiarity with general manufactures and mechanics enabled the manager, with the facilities of a fully equipped car works, by watchfulness to select some other branch for the employment of his facilities, and the manufacture of machinists' tools was taken up and successfully established. On the recovery of railroads from the distress of the panic, and renewal of business, with the growth consequent on increased population, and the neglect to keep up rolling stock, made urgent demand for new cars—a profitable business for car works, so much so that every facility of the works could be fully used in that line, crowding out the machine business. Under these conditions twenty-two acres of land in another portion of the city were purchased, large and commodious shops built and equipped with best class machinery, the machine business removed thereto, and since carried on as the Harrisburg Foundry & Machine works, now doing a large and flourishing business in general boiler and engine work, where great numbers of oil tanks and the company's celebrated Ide engine and a great variety of other foundry, machine and boiler work are manufactured.

The large consumption of lumber and the difficulty of keeping up assortments of supplies led to the purchase in 1865 of a fully equipped saw-mill in the city, which since has been one of the active branches of the company's works, adding to the care of the manager. Five years since, the old mill and site were sold and a large new mill of modern equipment built at a more convenient point. In 1871, for

the enlargement of the works, ground was purchased at contiguous points, and a large planing-mill erected and equipped as a branch of the works.

On the twenty-fifth of April, 1872, a passing locomotive set fire to the car works, and in an hour's time, buildings, lumber, cars and everything combustible were in flames, making a total destruction of the great plant. Again the manager's mechanical experience and ability for directing working forces were tested to the utmost. At one o'clock P. M. the fire commenced, and that night the saw-mill was set sawing lumber for the erection of a shop for building cars at the foundry and machine works, and by seven o'clock the next morning carpenters were at work framing the same. With the foundry and machine department and the planing-mill facilities, five box-cars were daily erected there during the rebuilding of the car works.

Every drawing, pattern and guide to build by had been consumed by the flames; the old works had been built small as a beginning, and additions made from time to time as business advanced; the total destruction of the works admitted plans more fitting to the plant, which were arranged and under the immediate direction of the manager, the busiest man in the force. The great collection of large buildings, counting from the day of the fire, was erected, with shafting and machinery put in place, in ninety days' time, and turning out ten eight-wheeled finished cars daily. This when told to experienced builders seems to be incredible, but it is a fact well known to many of the citizens of Harrisburg.

Summarizing, he has within the thirty-

five years since he began this enterprise, starting with \$25,000, with a small plant, with crude and unskilled labor, built up this large system of works, the mechanical head and master.

The business and financial manager leads a busy life, devoted to a purpose well adhered to, of caring for its growth and prosperity, conserving its values in time of depression, pushing its fortunes in time of prosperity, has never sought honors, but tried to deserve such as were due to a correct and useful life; and he has the satisfaction of not only leading a valuable industry from its inception to a substantial prosperity, but has schooled and trained a large number of youths to skill and industry as mechanics, helping them to a life of usefulness and prosperity to themselves. He has steadily refused to seek or receive political honors, believing the responsibilities of an active business life was a full measure of one man's duties. He has had and has now many other interests and business connections besides those herein named, but not belonging to this connection. Among many satisfactions in this connection is the body of faithful, devoted men, subordinate to his position as manager—men who command his confidence and affectionate respect.

He has been a member of the Episcopal church many years, believes sincerely in his duty under God to his fellow-man, as taught by the gospel of Christ, has invested in his business under that command, kindness and paternal care over those under his direction, and while believing in it as a duty, also believes in it as a wise policy. It brings willing hands

and hearts to his aid—a prime element of successful working out a problem of associated life.

He has three surviving children, one son, W. T. Hildrup, jr., associated with him in the management as secretary of the company and superintendent of the car wheel making department. He is

himself now one of the oldest car wheel makers in the country, having been in it for forty years. His first wife having died, he was again married in October, 1876, to Miss Emma J. Piper of Philadelphia, a lady of high culture, a devoted and affectionate wife.

JOSEPH WATSON.

The name of Joseph Watson is so connected with the mechanical growth of the Pennsylvania railroad, that his record will ever be a part of the history of that great thoroughfare. Mr. Watson was a practical man, who believed that work could never be done too well, and whose honesty and capacity inspired the trust and regard of such men as J. Edgar Thompson and Thomas Scott. He was born in Yorkshire, England, learned the stone-cutter's trade when quite young, and in order to better his condition, removed to America in the spring of 1850. He went immediately to the work in which he had been reared, working at stone-cutting at various places in Pennsylvania and New York. He was engaged upon the Pennsylvania railroad almost from the beginning of its construction up to the year 1874 or 1875. He was employed upon the

great tunnel a short distance west of Altoona, a part of the time as foreman; and upon its completion turned his attention to a class of work in which his energy and natural abilities could have fuller scope. He was employed for a number of years upon the building of bridges all along the line between Altoona and Harrisburg, as a contractor, and performed his work to the satisfaction of the company and to his own financial gain. After leaving this railroad work, Mr. Watson engaged extensively in a variety of enterprises, and became one of the best known of American railroad contractors. He was married in 1852 to Miss Eliza E. Hauver, but no children were born to the twain. Mr. Watson died on March 3, 1885, his wife still remaining a resident of Huntingdon, Pennsylvania.

BALTIMORE: SOME OF ITS PICTURESQUE AND PRACTICAL PHASES.

I.

THE old, old town of Baltimore—old at least for this young western world, and seemingly much more ancient than it really is because of its association with the early settled state of Maryland, the importance of the events in its own history, its marked identification with affairs of National breadth and a certain glamour of romance that rests upon its traditions—was founded just one hundred and fifty-nine years ago. It was upon January 12, 1730, that sixty acres of land at the head of the northwest bend of that estuary of the Chesapeake bay known as the Patapsco river, the property of Charles and Daniel Carroll, comprising what is now an almost infinitesimal fraction of the great city, was platted in a town of sixty equal lots and put upon the market. This tract, which is now the very heart of Baltimore's densest and intensest business activities, the intersections of Charles and Calvert with Baltimore street marking its centre, had probably at the time it was laid out but a solitary household—that of John Flemming—although just across a small stream (Jones falls) forming its eastern boundary, there were "three dwelling-houses, a mill, some tobacco houses and an orchard." At present there are upon this ground the establishments of the

two leading newspapers, *The American* and *The Sun*, three-fourths of the banks and insurance companies' buildings, the edifices of the safe deposit and trust companies, the chamber of commerce building, and innumerable wholesale and retail houses in every department of trade.

The town thrived apace, and two years later another dotlet of civilization was planned and platted contiguous to it upon the eastern side—Jones town or Old town, which was finally merged in Baltimore town. Several additions were made, and still after the lapse of more than twenty years from the time it was founded, Baltimore was merely a straggling country village, and what are now the busy thoroughfares, known as South, St. Paul's, Light and Charles streets, were, according to an old picture, scarcely more than irregular paths running up the rolling hills from the water front to pastoral appearing—literally pasture lands—and dark and heavy forest beyond. There were about twenty-five dwellings at this time, and allowing ten persons to a family, which is not unreasonable, as it was a slave-holding community, the population must have been about two hundred and fifty. In 1755 an accession of population was received in the form of a ship-load of

French Acadian exiles, who found here, in more ways than one, a kinder home than bleak Nova Scotia. In 1768 the town was made the county-seat and a new impulse was thus given to its growth, so that eight years later it contained 5,000 people. In 1776 its population had increased to 6,755; the close of the Revolution found it possessed of 8,000 inhabitants, and the first census of the United States, made in 1790, accredited it with 13,503. In 1800 it had a population of 26,114; in 1810, 35,853; 1820, 62,738; 1830, 80,625; 1840, 102,313; 1850, 169,054; 1860, 212,418; 1870, 267,599, and in 1880, 332,190, of whom 276,176 were native born, 56,014 foreigners, 278,487 white, and 53,703 colored. Thus it will be seen that the growth of the city has been quite even, and the result of natural and uniform causes rather than phenomenal and spasmodic ones. The average rate of increase per annum has been about four and one-half per cent. During the decade from 1870 to 1880, the apparent increase was only twenty-four per cent., but during that period was commenced, on a large scale, the building up of such near by suburbs as are usually included within the actual boundaries of the cities from which they are the overflow, and the city did much to populate the county, while no proportionate extension of boundaries was made. The city is regarded as having now, at the beginning of 1889, a population of considerably more than four hundred thousand, and it is estimated that the usual rate of growth, together with certain contemplated annexations, will give it a population of

half a million or upwards. And there has been commensurate growth in education and general culture, in public spirit, in the arts and manufactures, in trade, in financial operations, shipping and general transportation interests; to be brief, in all that goes to make up an advanced and active metropolis.

While it is not the purpose of the writer to attempt making in this article a general outline of the history of this Gate City of the south and of what may be called the central west—the southern Ohio and Kentucky region—it is almost impossible to write about Baltimore without making a few allusions to some initial facts which have been of more than local importance.

As some of them are forced upon the mind by various associations of ideas, a few jottings in regard to them may not be amiss before passing to a consideration of the most salient of those peculiar and striking aspects of the city, the picturesque and practical phases of its character and life, and some of its admirable and unique institutions.

Who does not associate Baltimore prominently with the pioneer efforts in the building of railroads in America? What well-informed visitor to the city, as he walks its streets, does not recall the fact that it was here that the great Morse labored, here that he attained his splendid triumph in establishing the electric telegraph—the same which now connects with its nerve-like wires all the points of the civilized world, which enmeshes continents with its almost interminable slender strands

of singing metal, and with incredible swiftness carries intelligence by a universal language of the world under thousands of leagues of the sea? There are, perhaps, not so many who, as in the evening they may glance down one of Baltimore's brilliantly illuminated avenues or business streets, will remember that this was the first city of the western continent which was practically lighted with gas; yet such is the fact.

The earliest of these important initial undertakings was that of introducing gas. It is true that gas had been made use of as an illuminant in Richmond, Virginia, by one Benjamin Henfrey, as early as 1802, but what was accomplished there amounted to little more than a successful laboratory experiment and did not immediately lead to any practical utilization of this medium of light. In 1816 the artist Rembrandt Peale, proprietor of the Baltimore museum, gave exhibitions in his gallery of paintings of the method of lighting houses by the use of "carbureted hydrogen gas" as devised by Dr. Benjamin Kugler of Philadelphia, charging a small fee for admission to see the new light. In this way was suggested to Mr. Peale and his friends the use of gas for illuminating cities, and especially as a substitute for oil in the street lamps. Although the nature and properties of gas had been known to scientific men for considerably more than a century, it had not been utilized, except on a very small scale in London and experimentally in Richmond, but a "gas company," the first in Baltimore and in the United States, was now formed by Mr.

Peale, William Lorman, James Mosher, Robert Carey Long, William Gwynn and others, and a proposition was made to light the city, which was accepted by the council, at a special session, in June, 1816. "The Gas Light Company of Baltimore" was chartered by the legislature February 5, 1817, and operations were commenced. Gas works were built at North and Saratoga streets, and the company got fairly under way in 1820. The first building lighted was the old Belvidere, or "Mud" theatre; the first private house, that of the late Jacob I. Cohen, on North Charles street, and the second that of Hugh Birkhead, on the same thoroughfare. The first street lamp lighted by gas was on the corner of Market and Lemon streets. This was accomplished February 7, 1817, only two days after the company was incorporated. One of the newspapers of the time states that "the effect produced was highly gratifying to those who had an opportunity of witnessing it, among whom were several members of the legislature." A year later the lights of twenty-eight gas posts pierced the gloom of Baltimore's streets; and from that time on the consumption rapidly increased until the demand became so great as to bring about the construction of works, said by experts to be the most perfect in the United States, and by a natural tendency of the times to effect a consolidation of the several companies in a corporation with many millions of dollars capital.

Another great historical beginning in this city was that of the Balti-

more & Ohio railroad, and although a comprehensive history of that vast work will in due season appear in the *MAGAZINE OF WESTERN HISTORY* series of railroad papers, a few striking local facts are admissible in this connection. This railway, which was conceived in Baltimore, organized by Baltimore men and pushed to completion in the face of opposing forces which would have baffled any but the strongest natures, has ever been the especial protégé of the city and of Maryland. It has made trade of the southern halves of Ohio, Indiana and Illinois tributary to Baltimore, and it was to effect this very purpose that it was constructed by far-seeing men. That this was the idea which dominated the projectors of the road and sustained them in their herculean, but at times almost hopeless task, is well known. It appears at the very outset of the enterprise in the language of the invitation issued by George Brown, a prominent banker, and Philip E. Thomas, to a number of citizens to assemble at the house of the former on February 12, 1827, "to take into consideration the best means of restoring to the city of Baltimore that portion of the western trade which has recently been diverted from it by the introduction of steam and other causes." The road was duly incorporated by act of the legislature passed a few days after the meeting held at Banker Brown's house, and was the first railroad chartered in the United States. The company was organized on the twelfth of the following April by the election of Philip E. Thomas as president, and

George Brown, treasurer, with twelve directors, viz.: Charles Carroll of Carrollton, William Patterson, Robert Oliver, Alexander Brown (father of George Brown and founder of the banking house of Alexander Brown & Sons), Isaac McKim, William Lorman, George Hoffman, Philip E. Thomas, Thomas Ellicott, Talbot Jones, William Stewart, Solomon Etting, Patrick McCauley and John B. Morris (the last surviving member).

On the fourth of July, 1828, a momentous event occurred in Baltimore, in the formal inauguration of the work upon this great artery of trade and transportation. Among the ceremonies was the laying of the *first* or "corner-stone" of the immense enterprise, which was performed in the presence of an immense throng, including many of the most distinguished men of the time, by Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, who declared it the most important act of his life.

The first locomotive made for railway use in the United States was constructed for this company and under the supervision of no less a personage than Peter Cooper, then a resident of Baltimore. Locomotives had been in use for a few years in England (upon comparatively straight roads) and trials of imported engines had been made at Honesdale, Pennsylvania, and elsewhere, but it had been feared that it would prove impossible to use such motive power upon roads possessing the unavoidable curves of those projected in this country.

Mr. Cooper thought that he could master the solution of the problem, and he did. He built a locomotive at Mt. Claire, doing much of the work upon it with his own hands, and upon the twenty-eighth of August, 1830, in the presence of Alexander Brown, George Brown, President Philip E. Thomas and others, acting himself as engineer, he made a trial trip from Mt. Claire to Ellicott City, which demonstrated the practicability of his work. The return trip (thirteen miles) was made in fifty-seven minutes. The highly favorable result had a marked effect upon the prospects of the railroad and of Baltimore. It was not until 1853 that the Baltimore & Ohio line was pushed to the shore of the "beautiful river," but its powerful stimulating effect upon the trade of the city was felt long before that.

The Susquehanna railroad (now the Northern Central) was begun on the ninth of August, 1829, the hundredth anniversary of the founding of the city, and in 1837 the Philadelphia, Wilmington & Baltimore railroad was opened to travel, direct communication with the north being thus afforded.

Just as Baltimore was the first city in the United States to have gas works, in 1817, and ten years later was the first to inaugurate a railroad, it was again distinguished as one of the termini of the first electric telegraph line, not only in this country but in the world, in 1844. As early as 1837 Professor Samuel F. B. Morse had petitioned congress for aid in demonstrating the practical usefulness of his invention, but the

National Solons were incredulous in regard to the wonderful discovery which verified the prophecy of Shakespeare's Puck, and the inventor was left in that cold and cheerless gloom of obscurity that seems to be one of the states set apart, at least for a time, as an especial providence of all geniuses. But a Baltimore man of brain came to his rescue. This was the literary statesman, John P. Kennedy, who as chairman of the house committee to which the bill had been referred on the renewal of Professor Morse's application during the session of 1842-43 warmly championed the measure of extending National assistance to the inventor. In consequence of his influence, a bill appropriating thirty thousand dollars "to test the practicability of establishing a system of electro-magnetic telegraph in the United States," was passed upon the third of March, 1843, the last day of the session. Professor Morse, thus encouraged, immediately began his work, and after some experimenting and a temporary failure, finally attained success in 1844, and on May 24, which was a Friday, let it be recorded as one item of credit for that much maligned day, the line being completed between Washington and Baltimore, the first formal message was sent from Miss Annie Ellsworth, daughter of the commissioner of patents in the former city, to Professor Morse in the latter, the four words "What hath God wrought!" being flashed over the wire. The first press news was sent over the line to the Baltimore *Patriot*, on May 24, the proceedings of the Democratic National convention and

of the Tyler National convention, which assembled in Baltimore, were telegraphed to Washington upon May 27, 1844, and on May 11, 1846, the first President's message ever transmitted over the wires was sent exclusively to *The Baltimore Sun*.

Historical associations cluster everywhere about Baltimore, and are suggested at almost every street turning. One may, for instance, find himself in proximity to the old Front Street theatre, and instantly remember, if he is familiar with things theatric, that it is identified with many celebrated Thespian events. It dates from 1829, and from that time down to the present has shared with the Holliday Street theatre the honor of being the scene of many events prominent either in histrionic or historic annals. Macready appeared here in 1848, Jenny Lind made her memorable appearance in 1850, and its boards were occupied for years by a succession of the greatest actors and actresses. The most memorable of the various assemblages, however, that ever assembled within the walls of this old house of Thespis, was not an audience of a theatrical entertainment, but a body having in consideration one of the gravest political questions of the century—the National Democratic Convention of 1860, at the stormy session of which Caleb Cushing presided. It will be remembered that this convention had adjourned from Charlestown, and that following the heated debate which ensued in regard to candidates and principles, and the subsequent filling of the vacant seats of the Gulf states, in

accordance with the majority report, with Douglass men, a number of other states, led by Virginia, California and Oregon, withdrew. It was then that Mr. Smith of California arose and said impressively :

"This convention has properly been held in a theatre, and upon this stage a play has been enacted that will prove to be a tragedy of which the Democratic party will be the victim." Further force was given to this prophetic utterance by an ominous accident by which about a hundred delegates were precipitated through the stage, creating, temporarily, great consternation, but fortunately injuring none of them.

Turning away from the Baltimore of the past to the city of the present, it is found to present aspects and conditions which are the creation of influences existing long ago, and beginning, in fact, with the founding of Maryland. That broad spirit of religious toleration and liberty which dominated Cecil Calvert, second Lord Baltimore, in carrying out the wise plans of his father in establishing this colony Catholic at once, both in the ecclesiastical and broadly general sense, has apparently never ceased to bear fruit. The essence of true liberality pervades the city and the state, and is noticeable in many diversified effects. The Catholic community was the hospitable home of Protestantism, in fact of every faith and of every nationality, and Maryland was, in fact, the citadel of the Asylum of Liberty, as the United States proudly entitled itself. The Quakers found here

as warm a welcome as in the land of William Penn (who, curiously enough, as a peaceful Friend, secured his great province, practically as a gift from the Crown of England, in direct recognition of the fighting services of his father, who was an officer of Britain's navy); and the men of Massachusetts, whose Puritan ancestors had sliced the ears from Quaker heads in token of their disapproval of religious heterodoxy, found that here they could mingle fraternally both with Quakers and Catholics, and that while each might honestly adhere to his religious belief, it was not necessary to kill or mutilate those who differed from them in things spiritual. And this early established religious liberty coming down through succeeding generations has had a broadening tendency in matters of opinion upon other than religious subjects. "Why," said a distinguished citizen of Baltimore, a few days ago, "do you know that this was about the only place in the United States, a few years ago, where a radical abolitionist and a slave-owner could sit in amicable conversation upon the same door-step? Well, it was so. It couldn't be done a hundred miles north of here, and it couldn't be done a hundred southward. But it was a fact here, and one typical of the toleration that is a characteristic of our people."

Liberality, too, in its other sense, as synonymous with beneficence, is a striking trait of this community, both in its collective sense and of the citizens individually. There seems a very general desire on the part of those who are able,

to advance in some way the well-being of their less fortunate fellows, and to establish high standards of life. It is this wide-spread sentiment of generosity, combined with culture, taste and appreciation of something beyond mercenary achievement and personal ambition, a respect for ability and reverence for genius, a genuine public spirit to which one must attribute the character and individuality that Baltimore displays in architecture, in the beautifying of the city with parks and public places, with worthy art adornments and those memorials of men and events which have won for it the appellation of the "Monumental City," and it is the same feeling which has led to the endowment of great institutions of learning and popular enlightenment, and the opening to the general public of choice art collections.

Of architecture, Baltimore possesses some superb specimens, notably in the Catholic cathedral, the foundations of which were laid almost as far back as the beginning of the century, and the superstructure finished some years later, in the Roman style, with an immense dome, and colossal pillars at the portico, forming a model of simplicity, strength and grandeur, which stands in reprov- ing contrast to many more modern and meretriciously showy structures; the Presbyterian church at Madison street and Park avenue, built of brown stone, most exquisitely and chastely finished, its ornamentation simply but highly wrought, symmetrically satisfying, and possessing one of the most perfect spires in the country; St. Paul's church, in

the Romanesque or Lombardic style; the Independent Methodist church, the Eutaw Place Baptist church, both fine specimens of the modified Gothic, and the Mt. Vernon Place Methodist Episcopal church, an architectural triumph of Gothic lines, heightened in effect by the material—the beautiful green serpentine stone—and with designs accentuated by the judicious employment of brown and buff freestone. Beside these there are fine specimens of architecture in the city hall, the Johns Hopkins hospital, in many commercial buildings, in recently erected city residences and suburban villas, and even—since the government has learned that beauty is not incompatible with utility—in the new post-office building.

Domestic architecture finds perhaps its best—that is, its most characteristic illustration, not its most ambitious examples—in the vicinity of Mt. Vernon Place, or, at least, it is here that the most striking assemblage of varied yet harmonious elements forms a pleasing picture and a perfect entity. It is here that the homes of the Garrett families are located, one stately mansion of a period considerably removed from the present, and another embodying all that is rich and regal in modern style. The general effect is that produced by simple elements of beauty, possessing the dignity that is only shown by age, that can only be conveyed to the mind by something which says as plainly as in words, "I was not built yesterday," and conveying unmistakable suggestions of greater elegancies within than are displayed without. There is much of

character here, which appears not to have been attained by an organization of endeavor, but by some happy influence which seems to smile benignly and enhancingly once in a while upon the efforts of man to make his surroundings beautiful. It is here, too, that the staid but stately Peabody institute building stands, strangely in contrast with the richly colored and ornate church of which mention has been made; and the tastefully laid out little parks, beautifully ornamented with fountains, water-falls, flower gardens and with the grand bronze groups by Baryé, the great French sculptor, DuBois' "Military Courage," and a seated statue by Rhinehart, of Chief-Justice Taney of Maryland, all gifts to the city by the art connoisseur, William T. Walter, have at their intersecting centre what is undoubtedly the grandest monument in America. This is a huge Ionic column of marble, rising from a plain substructure to a height of nearly two hundred feet, majestic in proportions and sublime in simplicity, and surmounted with a statue by Causici, of the "father of his country." It was erected early in the century. The great monument to Washington at the National capital, as an ambitious attempt to rival the tower of Babel in sheer height, will be an object for curious eyes to gaze upon, but in true meaning, as a fitting memorial, and in beauty, it cannot be considered seriously in connection with Baltimore's Washington monument.

Other notable monuments adorn the city, among them the celebrated "Battle Monument," which

commemorates the bravery of the men who, during the War of 1812-14, fought and fell at the battle of North Point and at the bombardment of Fort McHenry, in actions which preserved Baltimore from possession by the enemy. The last of the survivors of those memorable struggles—the last of 1,295 gallant men—who had maintained an organization widely known and honored as the “Old Defenders,” passed to rest from the battle of life only a few days since. This was James Chamberlain Morford, born in 1795.

There are monuments also commemorating James Wildey, the founder of Odd Fellowship in Baltimore; one to

the memory of Daniel Wells and Henry G. Daniels, to whom was attributed the fall of General Ross at the battle of North Point, on the twelfth of September, 1814; one to John McDonough in honor of his liberality in the promotion of a great public enterprise—the education of orphans; to William B. Ferguson, founder and president of the Howard society, who laid down his life in devotion to the yellow fever victims in Norfolk, in 1855; to William R. Creery, a talented and lamented principal of the public schools; to Captain John Gleason, a hero of the late war, and one erected by public school pupils to Edgar Allan Poe.

A. F. MATTHEWS.

[To be continued.]

A. S. ABELL.

Arunah Shepherdson Abell, the founder of *The Baltimore Sun*, was a native of East Providence, Rhode Island, where he was born on August 10, 1806. He came of a sturdy English ancestry, who were among the first settlers of the town of Seekonk, then known as Rehoboth. They were true Americans, however, from the first, Robert Abell, the grandfather of the subject of this sketch, serving with distinction in the War of the Revolution, and his son, Caleb Abell, as an officer in the War of 1812. The mother of Arunah S. Abell was Elona Shepherdson, daughter of Colonel Arunah Shepherdson, and was remarkable for her superior character and intelligence. Mr. Abell was educated in his native town, and at the age of fourteen began his busi-

ness career as a clerk with a merchant of East Providence, with whom he remained about two years. But his tastes lay in a different direction, and in 1822 he began an apprenticeship in the office of the *Providence Patriot*, a Democratic journal of the Jeffersonian school. When his apprenticeship was ended and he had attained his majority, he had become so thoroughly master of his calling that he had no difficulty in obtaining employment in one of the best printing offices in Boston, of which he soon became foreman. But, believing that New York presented a wider field and greater opportunities, he removed to that city, where he readily secured a position, and where he made the acquaintance of a number of printers and newspaper writers, who after-

wards became prominent in journalism, among them William M. Swain and A. H. Simmons, with whom he formed a business connection, which finally resulted in the establishment in Philadelphia of a penny paper, the *Public Ledger*, the first issue of which appeared on Friday, March 25, 1836. The early history of the *Ledger* furnishes an illustration of the natural business capacity of Mr. Abell, as well as of his calm courage and clear insight into the popular mind. The new venture was coldly received at first, but with a patient tenacity of purpose that was not capable of being beaten by adverse circumstances, the publication was continued until its success was put beyond the reach of doubt. In April, 1837, Mr. Abell visited Baltimore, where he saw an opening for an enterprise similar to the *Ledger*, and the result of this visit was *The Baltimore Sun*, the first number of which appeared on the seventeenth of May, 1837. His partners in the *Ledger* were also interested financially in *The Sun*, but their consent to this new undertaking was obtained on the condition that he would take personal control of it, and the triumph that rewarded his efforts was essentially and entirely his own. It began its career in the face of the active competition of five newspapers and at a period of great financial depression, but it was successful from the very beginning, in less than three months had a circulation greater than the *Ledger* had obtained in nine, and within a year had a circulation twice as great as that of the oldest paper in Baltimore. Mr. Abell retained his interest in the *Ledger* until 1864, and

four years later became the sole proprietor of *The Sun*.

The Sun's history from the outset has been that of uninterrupted progress in popular favor. In this respect it has had an almost unique experience. Unlike the vast majority of newspapers, it has been shaken by no vicissitudes of fortune, no fickle changes, in public support. Its business and circulation have developed healthily year by year, keeping steady pace with the growth of population and trade, until it has become the medium for the rich and poor of the entire section in which it is published, and the journalistic guide and friend of millions of people. Mr. Abell lived to see the penny paper which he had founded become one of the most solid, as well as the broadest and best, in the country, and on the occasion of its semi-centennial anniversary on May 17, 1887, received numberless assurances from every section of the country of cordial appreciation of his services as a journalist and of affectionate esteem for his personal worth. President Cleveland telegraphed from the White House: "Accept my congratulations upon the fiftieth anniversary of your management of *The Baltimore Sun*, with the hope that your influence for good may long continue to guide its course." Similar congratulations were received from the mayor of Baltimore and from citizens and organizations without regard to party, and formal resolutions were adopted by the city council, in which *The Sun* and its founder were recognized as agencies which had largely "contributed to the advancement, growth and benefit of the city, and to the

comfort, instruction and pleasure of its inhabitants." A public verdict so spontaneous and at the same time so well merited is as rare as that of the life-work which it commended.

Mr. Abell's death occurred less than a year after the celebration of *The Sun's* semi-centennial, on April 19, 1888, in the eighty-second year of his age, and the general and sincere expressions of regret which it called forth afforded another proof, if further proof had been needed, of the depth and earnestness of public and private esteem. In the language of the resolutions passed by the mayor and city council, the community had lost a representative "who modestly portrayed, during a long and useful life, the best characteristics of the highest type of American citizenship;" and the council thought it but simple justice to say that "for integrity, sagacity and truthfulness, for depth and breadth of conception of public duty and obligation, for genuine patriotism, benevolence and popularity, for high moral courage, sustained by unerring judgment in the defense of private and public right, and for the exercise of the finer feelings and amenities of life, he stood among the most preëminent of the best men of this community."

Mr. Abell's mental and moral qualities were fittingly portrayed in the character of his paper. Remarkably quiet and calm in demeanor, not given to many words in business affairs, he was a keen observer and a wonderful judge of men and things. Scrupulously exact in all his dealings and with the nicest sense of honor in all business and personal transactions, he was free from that ungracious

sternness which so often accompanies the colder virtues and chills and repels personal regard. Modest, democratic, unassuming even with the humblest, but with a dignity of character which needed no other ornament or distinction, he was never boastful even in his moments of greatest success, nor ostentatious even when ostentation might well have been pardoned. With an enterprising spirit that was tempered by a conservative discretion and a judgment so clear and sound as to be almost infallible, he possessed an equable and manly temperament not easily disturbed or shaken.

The true and permanent value of a man's life is best determined by the principles which have guided and inspired his work. If they were wise, honest and elevated, the result will be enduring and noble. Mr. Abell's career was a remarkable exemplification of this principle, and is worthy of study not only by men of his own but of all other professions. Judged both by his principles and his wonderful success, his life stands out as one of the worthiest models to be found in the vast field of successful American endeavor, and must be conceded to represent the practical expression of the highest and most complete ideal of journalism. He set out with a definite purpose and ambition, but it was a purpose and an ambition which were to be guided by principles just as fixed and definite. He would have regarded success won by the abandonment of these principles as worse than the most ignominious failure. When he founded *The Sun* the average newspaper was anything but what the name implied. When it was not a collection of

dull essays, it was a medium of violent personal controversy. News was a comparatively rare feature, and seemed, as a rule, the last consideration of the publishers. To-day, most American newspapers have gone to the other extreme, and in their eagerness to outstrip their rivals and to secure readers, treat current affairs, both public and private, in a sensational and extravagant style that may amuse the thoughtless and ignorant, but must make the judicious grieve. Mr. Abell saw that true journalism lay midway between these extremes. He believed that a newspaper was meant to give the news, but he believed just as thoroughly that there were many topics of private and individual concern which a newspaper had no right to touch. He would expend thousands of dollars in legitimate enterprise, but spurned with an honest man's hearty scorn all inducements to make his paper the purveyor of scandal or even the echo of thoughtless gossip.

He felt that the press should be a great public enlightener and instructor, that it had a mission which was second to none, and that its liberty should not be dependent upon the arbitrary ruling of a capricious judge, or the interested restrictions of legislative assemblies, and whenever there seemed danger from either source, there was never a more determined or formidable champion of the rights of the press than he. But he guarded with equal vigilance the even greater rights of private reputation, and exercised an unceasing supervision over the columns of his paper to prevent even the accidental invasion of the sacred precincts of the humblest home. Finally, it was his con-

viction that a newspaper should wear no man's collar, and should be the mouthpiece of no man or party, but should speak the words of honesty, soberness and truth on every public question that presented itself. This general policy was outlined in the first issue of *The Sun* when he announced that its cardinal principles would be independence, honesty and enterprise, controlled by a spirit of fairness and conservatism, "the common good without regard to that of sects, factions and parties." The highest praise that can be bestowed upon his life—and an epitaph that any man might covet—is that he faithfully and conscientiously adhered to these principles for the half century and more of his management of *The Sun*.

In legitimate newspaper enterprise he was always abreast of the times, and very often in advance of them. Many important mechanical inventions found in him an intelligent and earnest promoter. His firm was the first to purchase the rotary printing-machines, the invention of Richard M. Hoe of New York, which have worked a revolution in the art of printing, but which were at first rejected by the New York publishers as impracticable. *The Sun* iron building, erected at his suggestion, was the first practical exemplification in this country of the feasibility of constructing large buildings of iron, and was an important addition to the architectural attractions of the city. He subsequently erected many other buildings in Baltimore of durable construction and handsome proportions, as well as a magnificent structure in Washington, where *The Sun* Bureau is located at the capital. He was among the

very first to recognize the merit and value of that marvel of modern times, the telegraph, and gave its inventor early and substantial support and encouragement, and his sagacity and judgment were vindicated by the result, the first presidential message ever transmitted over the wires being sent exclusively to *The Sun* on May 16, 1846, and published in its next day's issue with an accuracy that excited general astonishment.

His firm was one of the incorporators of the first telegraph company, and the submarine cable also received his earnest support; and it was largely due to his efforts, in the successful establishment of pony expresses, by which *The Sun* distanced all competitors in obtaining news from European steamers and from the seat of war during the conflict with Mexico, that the Associated Press service, which now supplies the leading newspapers throughout the country with news, was created. He was the first to introduce in Baltimore the "carrier" system of delivering newspapers, which has proved of such great convenience to city readers; and the art of stereotyping, the utility of electric light and many other mechanical improvements were recognized by Mr. Abell as important achievements and promptly applied in the conduct of his business.

But Mr. Abell's claim to grateful recollection is not based solely upon the fact that he built up a prosperous and influential newspaper, for he might have done this and still have been unentitled to recognition or remembrance. But the honor which press and public united in showing to him living, and to his memory

after he had passed away, was due to the fact that as a journalist he never forgot his obligations as a man and an individual. There is no greater temptation in journalism, as is shown in the reckless conduct of many newspapers, than to forget the precepts of private charity, of justice, fairness and moderation, and to use a great intellectual force to punish enemies, to gratify personal malice or further private ambition. To this temptation he never succumbed.

He felt that it was well for a newspaper to have a giant's strength, but he never used this power like a giant except in defending great public interests. He had a high and pure ideal in his vocation, and he was true to it from first to last, in spite of the tendencies of the times and the numerous examples of newspaper sensationalism that panders to the lowest tastes of human nature. It was this fidelity to his high standard and to his obligations to the public which made and has kept *The Sun* a great intellectual force, and which crowned with rare and lasting honor the life and name of its founder.

The death of such a man would be an irreparable loss to the cause of enlightened and elevated journalism, had he not left representatives specially trained and fitted by natural endowments to continue the policy which he inaugurated. Fortunately his sons and successors, Messrs. Edwin F., George W. and Walter R. Abell, the present proprietors, have inherited the spirit, ability and wisdom of their father, and will keep *The Sun* loyal to that honorable code of true principles and practices, and to that healthy and vigorous enterprise, which have given it a larger circulation than any paper in the south, and made it the favorite business medium of all classes and conditions of people.

O. P. B.

EDITORIAL NOTES.

THE winter's course of free historical lectures inaugurated with such success last year in Madison, Wisconsin, is to be continued during the coming season. The names of the speakers who have been engaged, with their subjects, are as follows: President Thomas C. Chamberlin of the State university, on the topography of the Great West—from the Missouri river to the Pacific ocean—with reference to the manner of its settlement; Professor James D. Butler of the exploring expeditions by northern routes, including Lewis and Clarke's expedition and the Mormon hegira; Secretary Reuben G. Thwaites of the State Historical society will speak of the movements along southern routes, including Fremont's expedition and the Spanish discoveries; Professor Albert O. Wright, secretary of the state board of charities, will give an account of the formation of states and territories out of the Great West, and touch on the "Oregon question" and the international boundaries generally; Professor John B. Parkinson, vice-president of the State university, will relate the thrilling story of California. Professor Parkinson was himself a Californian "49-er" and an eye-witness of many interesting events. Professor Edward A. Birge of the State university will give a talk on the fauna and flora of the Great West, with particular reference to their influence on its settlement.

These lectures will be free to all, but are especially intended for the entertainment and instruction of young people. This enterprise is of a purely popular character, wholly unconnected with any church organization. Especial effort will be made to interest the teachers of the public schools and the oldest grade of their students, as well as the students of the State university. The success that has attended this series in the season past ought to lead to other like efforts in other sections of the country.

THE annual meeting of the Chicago Historical society was held on the evening of November 20, President Edward G. Mason in the chair. The report of John Moses, esq., showed that the number of accessions to the library since the last meeting had been thirty-eight volumes; the accession of bound volumes during the year, 1,302; of pamphlets, 1,813, besides newspapers and periodicals.

The fourteen antique portrait-busts of famous men of olden times, purchased by Edwin H. Sheldon in Italy, last March, and donated by him to the society, were received on the seventeenth inst., and have been stored for safe-keeping in the Sibley fire-proof warehouse. A new pedestal for the bust of Philo Carpenter has been received from his daughter, Mrs. A. A. Cheney. During the past year a complete special catalogue of the society's collection of Americana has been prepared, and kept up to date; also one of history and biography, not yet complete. An index, comprising several thousand entries, has also been made to one hundred bound volumes of pamphlets. The documents, reports and collections, relating to the different states, have been placed in shelves and tiers, each state by itself—an arrangement which is found to be convenient for reference and use. This society is now in correspondence with sixty-six kindred organizations, from many of which valuable exchanges are received.

THE executive committee reported that they had received subscriptions to a considerable amount toward the erection of a new society building on the lot owned by it at the northwest corner of Dearborn avenue and Ontario street. These, together with the amount believed to be available for this purpose from the Gilpin fund, aggregate \$55,000, which sum it is hoped soon to increase to an amount sufficient to construct a suitable building. They have

made a contract for the publication of Volume IV. of the society's collections, the cost of which will be for the most part defrayed by the accumulated income of the Jonathan-Burr fund. The volume will contain memoirs and portraits of Gurdon S. Hubbard, Isaac N. Arnold, Elihu B. Washburne, Mark Skinner, Samuel Stone, Pierre Menard, and a large amount of other interesting historical matter relating to "Early Chicago and Illinois." On motion, General Aug. L. Chetlain and Charles H. Mulliken, esq., were appointed a committee on the nomination of officers for the ensuing year, who reported the following: For president, Edward G. Mason; vice-presidents, Alexander C. McClurg, George W. Smith; secretary and librarian, John Moses; treasurer, Henry H. Nash; two members of the executive committee for four years, Edwin H. Sheldon, Edward E. Ayer, who were unanimously elected.

MR. ERNEST F. ACHESON, editor of the Washington (Pennsylvania) *Observer*, a newspaper that has done much for the collection and preservation of historical facts in relation to Pennsylvania, has in his possession a valuable relic, which he had kindly forwarded to this office for inspection. It is a number of the original *Pittsburgh Magazine Almanack for the year 1813*. Under the heading "A Cursory Notice of Some of the Principal and Late Domestic Manufacturing and Other Establishments in the Western Country," a variety of items of value is presented.

THE enterprises enumerated as under way or in contemplation are various. Among them are nail factories, glass factories, woolen mills, paper mills, etc. In noting that the making of whiskey progresses at Harmony, the author thoughtfully adds: "It is almost a pity so sober and good a people should have commenced the manufacture of this bewitching and inebriating liquid, used so much to the injury of others." At a later point in the *Almanack* he adds: "It is a matter of some curiosity, the quantity consumed in the United States of this intoxicating and destructive liquor. In the report of Albert

Gallatin, of April, 1810, it is stated that 15,000,000 gallons was the product of whiskey and gin for that year, besides spirits of foreign importation to the amount of 9,750,000 gallons yearly, making in all an annual consumption of ardent spirits to the enormous amount of about *twenty-five million gallons*, better than a yearly draught of three gallons to every man, woman and child in the United States. But since it is probable that not more than one-fifth of the whole community are whiskey drinkers, this calculation gives them about twenty gallons yearly, or half a pint a day, and I am led to believe this a moderate allowance, since it is well known that hundreds are in the constant habit of drinking a pint a day, and some will not be satisfied with less than a quart."

IN urging the raising of sheep in Tennessee, the *Almanack* maker uses this argument: "When this matter is maturely reflected on, it is a subject of surprise how we become so blindly fond of following each other's shoe-track, all tugging at the same laborious, unprofitable crop, and overstocking the market, thereby getting but a miserably poor price for our labour; when at the same time, if it was divided among other objects of absolute demand and consumption, the natural consequence would be every man would get well paid and want nothing—now, as things go, labour is but about half paid for (I mean in agriculture), and many things wanted, for which we are obliged to pay an enormous price. Cannot this channel of ill-conivance be changed—cannot my neighbor Forethought raise half a dozen sheep instead of a yard full of half-starved horses and a dozen of hungry, idle dogs—methinks the fleece of these half-dozen sheep would yield him a comfortable coat, while his dogs and horses are eating him out of house and home."

"INDIANA, we observe, by her petition to congress, is desirous of becoming a sovereign state. The friends of humanity and the rights of man implore her most seriously to avoid the introduction of slavery into her boundaries—to avoid it as she would a gangrene, a sore which seldom stops short of mortification,"

AMONG THE BOOKS.

'MY STORY OF THE WAR: A WOMAN'S NARRATIVE OF FOUR YEARS' PERSONAL EXPERIENCE AS NURSE IN THE UNION ARMY, AND IN RELIEF WORK AT HOME, IN HOSPITALS, CAMPS AND AT THE FRONT DURING THE WAR OF THE REBELLION; WITH ANECDOTES, PATHETIC INCIDENTS AND THRILLING REMINISCENCES, PORTRAYING THE LIGHTS AND SHADOWS OF HOSPITAL LIFE AND THE SANITARY SERVICE OF THE WAR.'
By Mary A. Livermore. Published by A. D. Worthington & Co., Hartford, Connecticut.

Mrs. Livermore, as modest as she is able and brave, has certainly added a valuable chapter to the history of the war in this finely bound and elegantly illustrated volume of hospital and camp life, in which is gathered up her personal experiences and observations during a long and trying period. For more than four years she absented herself from a happy home and family, and devoted her time, talents, money and energies to the relief and care of the sick and the wounded. The conspicuous service she rendered to the rank and file of the Union army, as a nurse in hospitals, camps, at the front and on the battle-field, endeared her to thousands of soldiers and their families, and earned for her the gratitude of a Nation. To portray her work and experiences during these years, and to present a vivid inner picture of the womanly side of the war, is the prime object of this volume.

Mrs. Livermore was the head and front of the Sanitary Commission, an organization that had representatives on every battle-field. Her account of life at the headquarters of the Commission is deeply affecting, and is an unwritten chapter of the war.

The work is most beautifully illustrated with portraits and numerous full-page engravings on steel and fine chromo-lithograph plates. There are eight of the latter, reproducing in exact colors the most famous of the battle flags of the Union army, showing all the colors, tints, stains, rents, shot-holes and splintered staffs, exactly as they appear in the original

flags, of which these plates are in every respect perfect fac-similes. Even the gold stars and the lettering and inscriptions on the flags are perfectly reproduced in gold in these plates. Every loyal state is here represented by its most noted battle-flags, all of which were carried through the war, and are more or less shot-riddled, blood-stained, tattered and torn. The story of each flag is told in full, and many thrilling incidents are given of the bravery and devotion of the gallant men who carried them, together with pathetic incidents attending the death of color-bearers who died under their folds. One page is devoted to Confederate battle-flags, captured by Union soldiers. It is a fine and unique collection, alone worth the price of the book. Mrs. Livermore is now famous throughout the world as an able and highly gifted woman. Her public life began with her career in the war. The first public speech she ever made was an appeal for aid for sick and wounded soldiers. She is a born orator. In this volume she gives many reminiscences of her public life, with anecdotes and incidents gleaned from twenty-five years' experience on the platform. She tells how she crossed the Mississippi in a row-boat and faced an audience for the first time. Since that time she has delivered thousands of lectures on temperance and on woman's work in the war. At her feet hundreds of thousands have sat and listened with admiration and wonder.

'SHOW US THE FATHER.' By Minot J. Savage, Samuel R. Calthrop, Henry M. Simmons, John W. Chadwick, William C. Gannett and Jenkin Lloyd Jones. Published by Charles H. Kerr & Co., Chicago.

Under the above caption has been gathered a series of addresses and papers prepared by leading Unitarian thinkers and writers, making a volume of richness and power in thought and language, and expressing the theology of the

best thinkers in that branch of religious faith. Of these, the first, "The Change of Front of the Universe," was delivered by Mr. Savage before the New York and Hudson River Unitarian conference in 1882; "The Fullness of God," by Mr. Calthrop, at the National conference at Saratoga in 1886, and others at other important meetings of the church. Taken together, they furnish a remarkably clear and able exposition of the articles of faith held by the Unitarian church.

'THE LIFE OF LA FAYETTE, THE KNIGHT OF LIBERTY IN TWO WORLDS AND TWO CENTURIES.' By Lydia Hoyt Farmer, author of 'The Boys' Book of Famous Rulers,' 'Girls' Book of Famous Queens,' 'A Story-Book of Science,' etc. Published by Thomas Y. Crowell, New York.

Mrs. Farmer well says that the life of General Marquis de La Fayette is intimately connected with the two most important epochs in the history of both France and America. "His name binds together those two nations by indissoluble bonds of sympathy; and Washington and La Fayette will forever be found side by side in the annals of history." The author has a special claim to attention in this work. As a large part of the material presented therein has been gathered from French works never before translated, and which are now out of print, and also from original files of newspapers and various manuscripts written by members of the La Fayette family, a more complete life of the great French hero is offered than has before appeared either in this country or in Europe. The work has been carefully and faithfully performed, with an interest that seems to have grown upon the writer as it does upon the reader, and with that easy and graceful style which is carried upon all of Mrs. Farmer's works. As the lady is a resident of Cleveland, the book must have an especial interest in this direction, although it needs no special plea or claim to give it a welcome anywhere. The various and numerous illustrations with which the book abounds have been selected with care, and in special consideration of those

parts of LaFayette's career that have usually been passed over lightly in American works.

'INDIANA: A REDEMPTION FROM SLAVERY.' Vol. XII. of 'American Commonwealths.' By J. P. Dunn, jr., author of 'Massacres of the Mountains,' and secretary of the Indiana Historical society. With a map, 16mo., gilt top, \$1.25. Published by Houghton, Mifflin & Company, Boston. Received of the Burrows Brothers Company, Cleveland.

Mr. Dunn is a resident of Indiana and thoroughly familiar with its history. By adequate knowledge and literary skill he is peculiarly competent to treat the subject broadly and in accordance with the scope of the series, which has been well stated by a competent critic: "The books are not mere state histories; they are something much more and very much better than that. They are attempts to embody what is most distinct and peculiar in the political life and history of each state, and to show how that has contributed to the development of the whole. The wide-spread interest awakened in the past of our Nation will find much to satisfy it in these volumes, for the design is original and the execution excellent." Mr. Dunn's book possesses a special interest from the fact that it is the only record of the official and political life of William Henry Harrison while he was governor of Indiana territory, and gives for the first time the details of the struggle over the question of slavery in that commonwealth. It also contains a large number of historical incidents that throw light upon the subjugation, settlement and development of the entire west.

'WIT AND HUMOR: THEIR USE AND ABUSE.' By William Mathews, LL. D., author of 'Words: Their Use and Abuse,' 'Oratory and Orators,' 'Men, Places and Things.' Published by S. C. Griggs & Co., Chicago.

Professor Mathews' facility for producing books that entertain while they instruct is great, but not more so than the welcome extended to those productions by the reading public. It can be truthfully said that his books are always strongly characteristic, and few

writers have a happier faculty of combining entertainment and instruction. This new volume is not a mere collection of funny things, but a cheery, chatty and, withal, a philosophic treatise—enriched by examples as a pudding is with plums—on wit and humor, showing the difference between them, the erroneous conceptions of their nature, and especially their legitimate and illegitimate uses. An analysis of the wit and humor of all classes, preachers, laymen and worldlings, the surprising survival of ancient witticisms, and many other points of equal interest, are treated with the racy flavor of one who is thoroughly in love with his subject. It is a book of especial import in our day, when wit and humor, with their attendant graces, play so important a part in business, in politics, in literature and in social life. The publishers are certainly safe in commending such a book to the attention of the cultured and scholarly as well as the general reader who seeks amusement only.

'UNCLE TOM'S TENEMENT.' A novel. By Alice Wellington Rollins, author of 'The Three Tetons,' 'All Sorts of Children,' 'The Story of a Ranch,' 'The Ring of Amethyst,' etc. Published by The William E. Smythe Co., Boston.

While this work is made after the form of a novel, it is more—it is as much a story and no more, than was the great model after which it was formed. The author makes no concealment that her title and theme were borrowed from and suggested by the original 'Uncle Tom.' In her preface she openly says: "I am conscious of the contrast naturally suggested between the two books, as well as between the two evils. I can only hope that in subjecting myself to this inevitable criticism I may have made evident my genuine humility in being willing to suffer personally for the sake of any added effectiveness in the lessons I have tried to teach." It is evident that the author is genuine in her statement, for she must suffer from the comparison made with a story-writer like Mrs. Stowe. At the same time she is so thoroughly, enthusiastically in

earnest in what she says, and in her zeal for the cause of the northern slave of labor, that her book is a veritable tract, and strikes fire into every sympathetic heart. It is a series of sketches, earnest, zealous, strong, vivid. The portrayal of character is good, and the processes and results of poverty and ignorance, strongly and incisively shown. The key-note of the work is struck in a quotation from the original Uncle Tom to the original Cassie: "If I get to be as hard-hearted as Sambo and as wicked, it won't make much odds to me how I come so; it's the bein' so; that ar's what I'm a dreadin'." Mrs. Rollins accentuates this idea. It is not so much the misery of these poor lower classes—often they grow to love the slums—it is that they do not feel their misery, that in a dull way they are content; above all, it is the utter loss of moral nature. The apostles of kindness in the story are Benham, an agreeable journalist, and a young girl, both individual, the former interesting. In his rambles through the slums he gives some vivid descriptions of tenement life. As, for example: "Out of every window hung somebody, a man smoking a pipe, or a lank, forbidding woman with hair uncombed, looking at nothing, only leaning out. Children—or were they imps?—were everywhere that men and women were not." One is reminded of Elizabeth Stuart Phelps in that wonderful short story of hers, 'The Lady of Shalott.' To quote again from Mrs. Rollins: "Here it was not hard work that impressed you—it was a sort of horrible leisure. What were these people doing? Nothing. What did they want to do? Nothing. What could they do? Nothing. What were they looking at? Nothing. What could you do for them? Nothing. 'It's a French Revolution struck with paralysis,' he murmured. . . . 'I'm not afraid of the people's rising. I'm afraid of their not rising.' . . . 'They have lived in filth till they prefer filth. . . . I heard of a woman the other day who even objected to the clean halls and stairs of an improved tenement. It was too like a prison, she said—a prison being the only other clean place she had ever seen.'"

The book is one that must cause sharp comment—perhaps criticism—wherever read. That it will be read, and has been widely read already, the facts in the case show clearly. The moral that it carries does not interfere at all with the power and interest of the story, but deepens it and gives it a shadowy meaning that it could not otherwise possess.

'MY FRIEND THE BOSS: A STORY OF TO-DAY,' By Edward Everett Hale, D. D., author of 'Ten Times One is Ten,' 'In His Name,' 'A Man Without a Country,' etc., etc. Published by J. Stilman Smith & Company, Boston.

'HOW THEY LIVED IN HAMPTON: A STORY OF PRACTICAL CHRISTIANITY APPLIED IN THE MANUFACTURE OF WOOLENS,' By Edward Everett Hale, D. D. Published by J. Stilman Smith & Company, Boston.

The work first named shows us how the rich men might and, perhaps, should spend their money in that ideal community, or state of society, of which Mr. Hale dreams, and which he has manfully used his great genius and greater heart to aid in bringing about. The second work named touches upon the Christian relations of the capitalist and workman to each other. The lesson sought to be conveyed comes in the form of a story; and in the wedding together of interest in the work, as one of fiction, with the moral idea sought to be taught, no more skillful hand than that of Mr. Hale can be found, as his earlier efforts in that direction well attest. The books come at a time when people are seeking light not only for others but for their own guidance, and will help any such into whose hands they may fall.

'OUTLINE STUDIES IN THE HISTORY OF THE NORTHWEST,' Published by Charles H. Kerr & Co., Chicago.

This is a timely publication in this anniversary year of the settlement of the Northwest. It is prepared for the uses of study clubs, and arranged to occupy fifteen meetings, each meeting being devoted to a particular division of the study, and three special topics being provided for each. There is also a very complete

list of books and references. In view of the interest excited in this subject by the celebration at Marietta, this little publication ought to meet the wants of a large number of clubs and individual students, as well in the east as in the west.

'A PHYSICIAN'S PROBLEMS,' By Charles Elam, M. D., M. R. C. P. Published by Lee & Shepard, Boston.

'THE LOVER, AND SELECTED PAPERS FROM THE ENGLISHMAN, TOWN TALK, THE READER, THE SPINSTER,' By Richard Steele. Published by Lee & Shepard, Boston.

'DREAMTHORP: A BOOK OF ESSAYS WRITTEN IN THE COUNTRY,' By Alexander Smith, author of 'A Life Drama,' 'City Poems,' etc. Published by Lee & Shepard, Boston. Received of the Burrows Brothers Company, Cleveland.

The three works above named are portions of the "Good Company" series which are being rapidly issued by Lee & Shepard, of which commendatory mention has been already made in these pages. The authors will be readily recognized as among the foremost of their day, and the best judgment has been evinced in the selection of authors and subjects in every volume yet given place in this series. Its popularity was assured from the first.

The following pamphlets and other minor publications have been received:

'FORT SNELLING, MINNESOTA, WHILE IN COMMAND OF COLONEL JOSIAH SNELLING,' By Rev. Edward D. Neill, D. D. Reprinted from THE MAGAZINE OF WESTERN HISTORY, Cleveland.

'MATTHEW WILSON, D. D., OF LEWES, DEL-AWARE,' By Rev. Edward D. Neill. Extracted from the Pennsylvania Magazine of History and Biography for March, 1884. Philadelphia, 1888.

'GUIDE-BOOK TO THE MAMMOTH CAVE OF KENTUCKY; HISTORICAL, SCIENTIFIC AND DESCRIPTIVE,' By Horace C. Hovey. With map and illustrations. Published by Robert Clarke & Co., Cincinnati.

'MEMORIAL UPON THE DEATH OF ISRAEL WARD ANDREWS, BY THE MARIETTA COLLEGE CLUB OF CINCINNATI.' Printed by the Marietta college club.

1901



Eng^d by A H Ritchie.

L. H. Kelley

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